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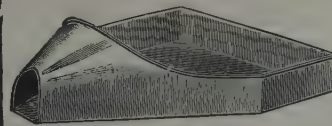
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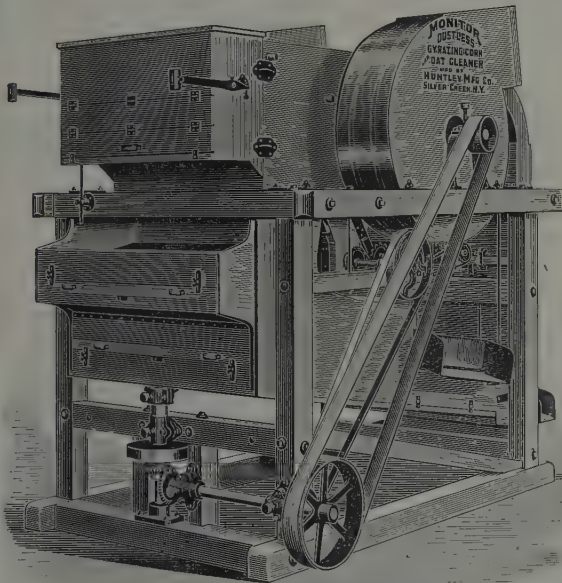
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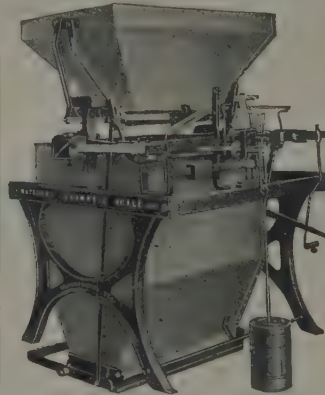
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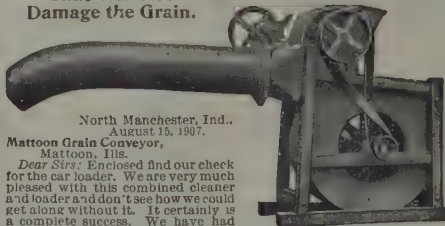
TO OPERATE:
Turn on the grain and "let'er go." It is a scale and should be balanced occasionally. Your grain may not be in No. 1 condition and you may elevate very irregular, but you can't fool the NATIONAL.

The simplicity of the NATIONAL, together with our long experience in the manufacture of automatic scales, enables us to offer this high-class machine at a surprisingly low figure. It is sold on approval. Address

**The NATIONAL
Automatic Scale Co.,**
215 E. Douglas St. Bloomington, Ill.

The ONLY Car Loader
That Will Not
Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind.,
August 15, 1907.
Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.

It will soon be time to handle the new crop of small grain and with returning prosperity and a large crop you may have trouble in getting men to go in the cars and scoop the grain back to the ends. This can be avoided by ordering a Boss Car Loader now and have it ready by the time the new grain begins to arrive for with this machine you do not have to get inside the car.



We make them in five sizes and ship on trial if desired.

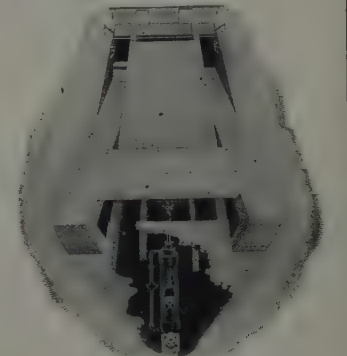
Macksville, Kansas.
Maroa Mfg. Co., Maroa, Ill.
Dear Sir: Please find enclosed my check to pay for Boss Car Loader purchased of you. The loader does good work and never backs down from the dust.
Very respectfully,
W. T. SHUTE.

Maroa Mfg. Company
MAROA, ILL.

Want a Job? — Advertise in the Situations Wanted
columns of the Grain Dealers Journal.

NO BROKEN LEGS

to pay for, no more accidents to fractious teams when your wagon dump is equipped with a Reliance Automatic Dump Controller.



Easily attached to any wagon dump, and gives absolute control over its movements. Simple in construction. See cut. Buy now and be ready when your dump works overtime in handling the new crop.

Sent on 30 Days trial. **RELiance CONSTRUCTION CO., Indianapolis, Ind.**

C. W. Amos of Hedrick, Ind. writes, "We have tried your Reliance Dump Controller and find it to be a dandy. We can control any load. Please ship us another one immediately."

About Knockers

An Open Letter to the Grain Trade

A knocker is a sort of a tramp who, having been thrown out of the front door, goes around to the back door and "knocks."

The Updike Grain Co., Omaha, on December 18th last, gave an order to equip all of their elevators, more than 100, with Sonander Automatic Scales.

Our competitors, having failed at the front door, are now engaged in "knocking" at back doors. They first denied that the above order was given. When The Updike Grain Co. shut this door in their faces, they began back door "knocking." They are now telling that The Updike Company own the Sonander Co., or that the former company is backing the latter and is so largely interested therein as to get Sonander Scales at Factory Cost, etc., etc.

These stories are all false and we hereby authorize any grain dealer, whenever and wherever he may hear such stories, to brand them as lies. We will prove them as such whenever called upon to do so.

We haven't the space here to go into details. The Updike order was placed solely on merit after a competitive trial; the price was absolutely regular and higher than our competitors offered. The Updike Co. is not backing the Sonander Co, in any way, shape or form, and never did.

The Winters - Coleman Scale Co.

*Sole Owners and Manufacturers of
SONANDER AUTOMATIC SCALES
SPRINGFIELD, OHIO*

WE ARE NOT KNOCKERS

The Grain Dealer

has no fear of immature corn, wet harvests or late planting if he has a

Hess Grain Drier

for he knows that **Hess Dried Corn**, dried with warm air and cooled with fresh air is best for shipping, best for milling, and best for storing. Equip your elevator **now** with a **HESS DRIER** and be ready for business. You will then not only be insured against loss but enabled to make a profit on out of conditioned grain which your competitor, having no drier, cannot handle.

BOOKLETS FREE.

Hess Warming and Ventilation Co.,

907 TACOMA BUILDING,

CHICAGO.

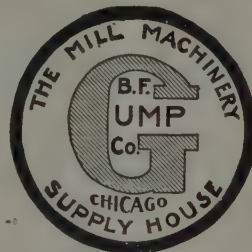
REBUILT 2nd HAND MACHINERY

— FOR —
ELEVATORS, FLOUR MILLS and GRIST MILLS

Mills of Every Description and Size

ROLLER MILLS ATTRITION AND DISC MILLS,
BUHR MILLS, DUST COLLECTORS, SEPARATORS,
BOLTING MACHINES PACKERS STEAMERS, Etc.

WE
CAN
SAVE
YOU
MONEY



GET
OUR
PRICES
BEFORE
BUYING

A FEW MACHINES ON HAND FOR PROMPT DELIVERY

- 2-300 bu. Pratt & Whitney Automatic Scales.
- 1-60 bu. Fairbanks Hopper Scale.
- 2-#8 Eureka Warehouse & Elev. Sep. 1000 bu. cap.
- 5-#4 Barnards Dustless Elev. Sep. 1200 to 2000 bu. cap.
- 2-#9 Monitor Dustless Warehouse Sep. 900 to 1500 bu. cap.
- 1-#98 Barnards Perfected Elev. Sep. 1200-2500 bu. cap.
- 1-#7 Invincible Double Warehouse Sep. 800-2400 bu. cap.
- 2-#4 Barnards Warehouse Scourers and Oat Clippers 500-600 bu. cap.
- 2-#7 Iron Prinz Scourers 400-500 bu. cap.
- 2-#9 Invincible Oat Clippers with shoe 500 to 1200 bu. cap.
- 2-9x18-3 pair high Allis Roller Feed Mills.
- 2-9x18-3 pair high Noye Roller Feed Mills.

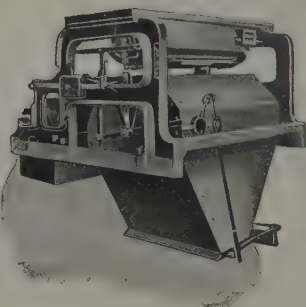
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B. F. GUMP CO.

250-2-4 So. Clinton St. Chicago.

The Richardson Automatic Elevator Scale is PERFECTLY SIMPLE and SIMPLY PERFECT!

So say its users.



¶ We guarantee that it will give satisfaction to YOU.

¶ Our 1909 type is the only machine on the market that will handle corn containing

cobs and heavy foreign matter without stopping and with accuracy.

Richardson Scale Company

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FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190..." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Illinois

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

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of all kinds including

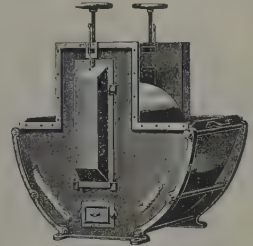
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Special Elevator Friction Clutch, Buckets
of all styles and sizes, Pulleys, Belting,
on hand ready for quick shipment.
Get our prices.

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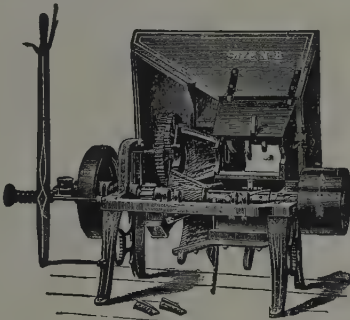


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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

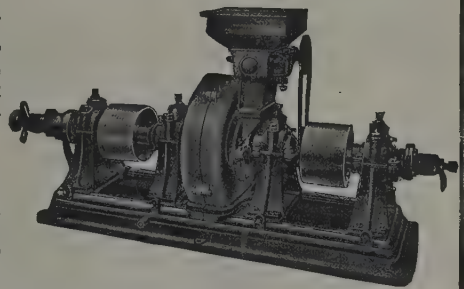
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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Let us prove it to you by sending you one on trial. **WRITE US**

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FOR RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

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The stub is used for recording the name of the owner of the wheat, the number of gross bus, dockage bus, and net bus, and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

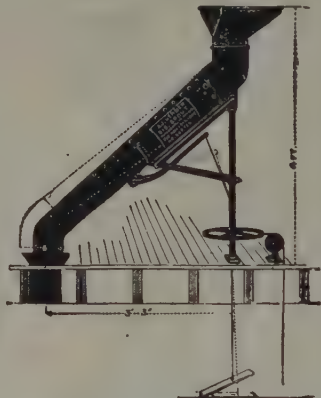
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Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

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We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

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Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

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Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

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We design and build grain elevators throughout the Northwest.
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It costs less.
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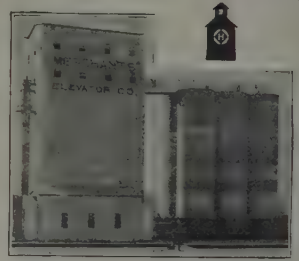
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Should be built to hold all the grain put into them.
Economical in operation. Equipped to do a large amount
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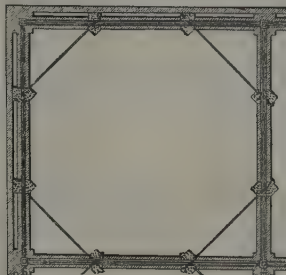
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1,000,000 bushel Fire Proof Concrete Storage Elevator
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W. R. SINKS, Manager R. H. FOLWELL, Engineer

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San Francisco Cal., 709 Mission St. Denver, Colo., 1st Natl. Bank Bldg.
Canadian Stewart Co. Ltd., Montreal, Canada, Eastern Township Bank Bldg.
Fort William, Ontario, Canada.



Canadian Pacific Fire Proof Grain Elevator

Under construction for the Ca-
nadian Pacific Railroad Co. at
Fort William, Ontario.

The Barnett & Record Company

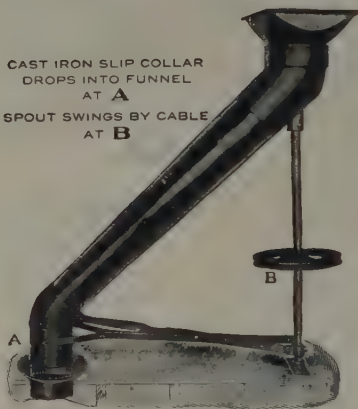
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PERFECTLY SIMPLE, AND SIMPLY PERFECT

CAST IRON SLIP COLLAR
DROPS INTO FUNNEL
AT **A**
SPOUT SWINGS BY CABLE
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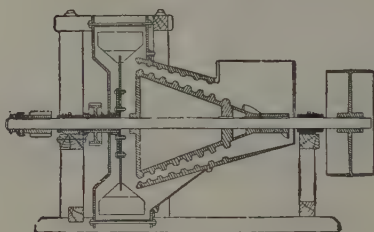
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The Improved U. S. Corn Sheller Is Now Ready



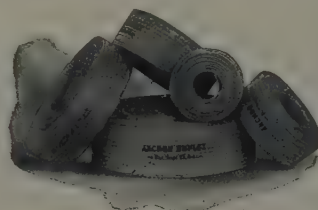
Second Patent Pending

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

B. S. CONSTANT CO.
Bloomington, Ill.

Save \$35 This Year

It costs 35 cents in belting to
elevate every 100 bushels of
grain in the average elevator.



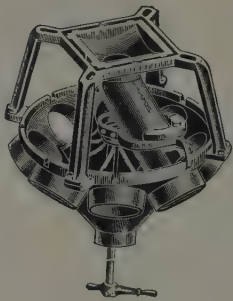
You can save 5 cents a hundred
by using

Atlas Canvas Stitched Belting

It's an item worth considering.

Write us for
Further Particulars.

ATLAS BELTING CO.
158 Lake Street, CHICAGO



"The Test by Test" is the Doctrine

Let us ship you a
Hall Signaling Distributor

on trial. See the time and labor it saves. Observe its convenience and accuracy in operation. Note how perfect it distributes all the grain without mixing a kernel.

How completely you can fill every bin **chock** full, from the lower floor, without ever visiting the cupola.

Its simplicity, a sure guarantee of durability.

Figure its value in utilizing all your bin room regularly, and saving all your grain unmixed.

If it does all this to your entire satisfaction, it is yours. If it fails in one single detail it is ours, with freight annexed.

You can issue telegraphic orders, without investigation, for any Hall goods, and rely absolutely upon their superiority in their line.

Hall Distributor Company, 222 Ramge Bldg., Omaha, Neb.

Hall Non-Chokable Boot

Have you ever had to stop your elevator to clear a choked Boot, when you were in a hurry to take in grain or to ship it out?

All elevator legs equipped with a

Hall Non-Chokable Boot

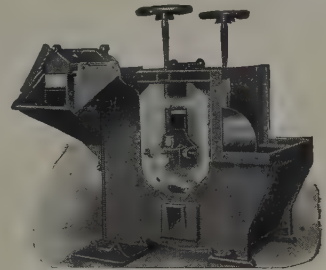
completely obviate this trouble.

Users never think about chokes or delays, they never have them.

The bucket belt runs steadily, and constantly, every bucket completely full, with no attention at the feed gate.

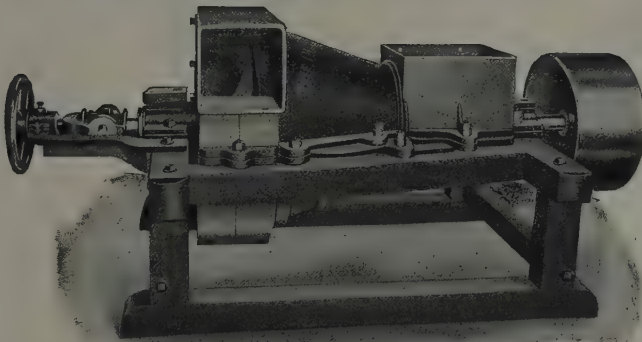
You elevate double the amount of grain in an hour, or a day, you would with any other.

Or what is the same thing, you only need half the size buckets and leg equipment, to do the same work, and do it easier, and better and systematic.



ECONOMY

**WHEN YOU BUILD
WHEN YOU IMPROVE
WHEN YOU OPERATE**



That's what you get no matter at what time in your business career you buy, install and use the

OHIO ADJUSTABLE CORN SHELLER

Only sheller having these features, fan discharge, over or under, right or left.

Adjustable to regulation while running to suit quality of corn passing through sheller.

Fan discharge separate from cylinder on shaft. In case of breakage from foreign material castings may be secured as desired.

Drive pulley can be placed on either end. No pit needed discharges direct to boot. Used in connection with our **Corn** and **Grain Cleaner** and your elevator is equipped for handling all kinds of grain economically.

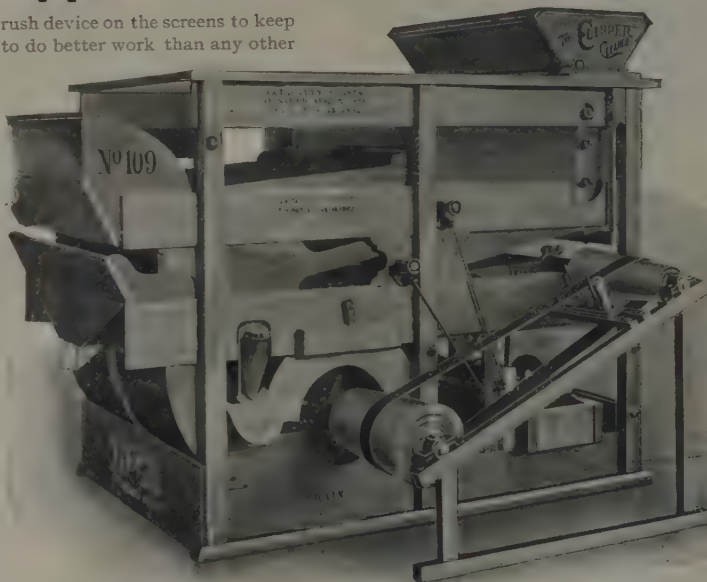
We can equip your elevator complete from top to bottom. *Write Us.*

The Philip Smith Mfg. Co., Sidney, Ohio

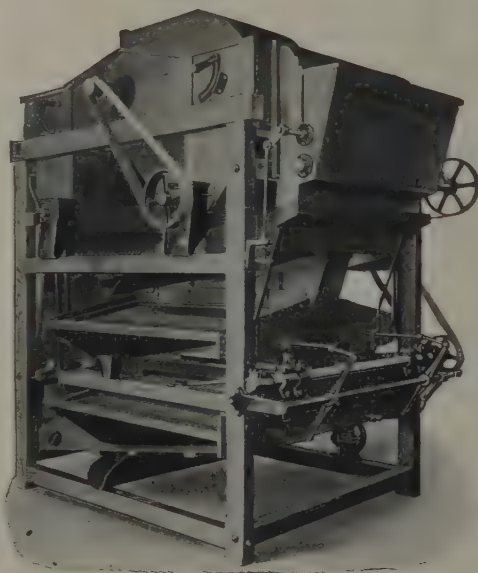
The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.



Cornwall Double Separator

BUY the best guaranteed Elevator, Warehouse and Milling Separator on the market. Cleans any and all classes of grain or seeds.

Has two shaking motions, assuring **large capacity and fine cleaning**. Sieves with motion in line of travel of grain for removing straws and coarse material. Sieves on which grain travels across line of motion for close separations.

Removes sand and seeds at head of sieves.

Sieve cleaners **clean every inch** of sieves several times a minute. They work under the sieves and lift out everything caught in holes.

Air and sieve separations under complete control **always**. All sieves in plain sight and easily removed and adjusted.

Larger capacity. Better cleaning. Less power. No attention. Meets all requirements.

Get our prices on **complete machinery equipments** for Grain Elevators, Malt Houses, Cereal, Corn, Feed, Flour and Cement Mills.

Grain Dryers of all capacities, made to do the work right with least power under guarantee.

Write us today when you will be in the market and what you will need.

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MOLINE, ILL.

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 1330 Monadnock Bldg., Phone Harrison 5597, Chicago, Ill.

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Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.
KEEL & SON.
By J. L. Keel.

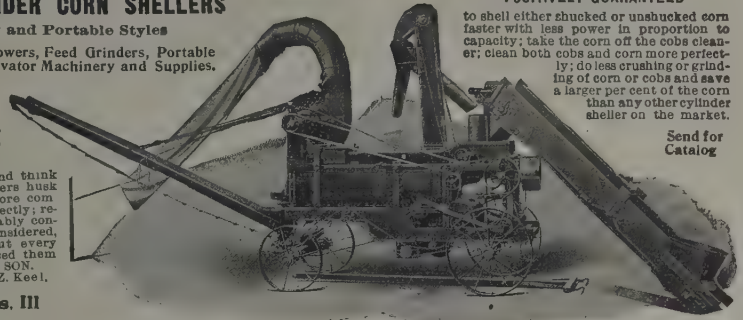
MARSEILLES MFG. CO. Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for Catalog



"EUREKA" GRAIN DRYERS



remove any desired percentage of moisture from the grain, conditioning it for shipping or storage with perfect safety.

Every kernel is uniformly conditioned without checking.

Drying process automatic and continuous.

Can be used as conditioner with cold air only.

Absolute satisfaction guaranteed.

Built in capacities from 10 bushels to 1000 bushels per hour.

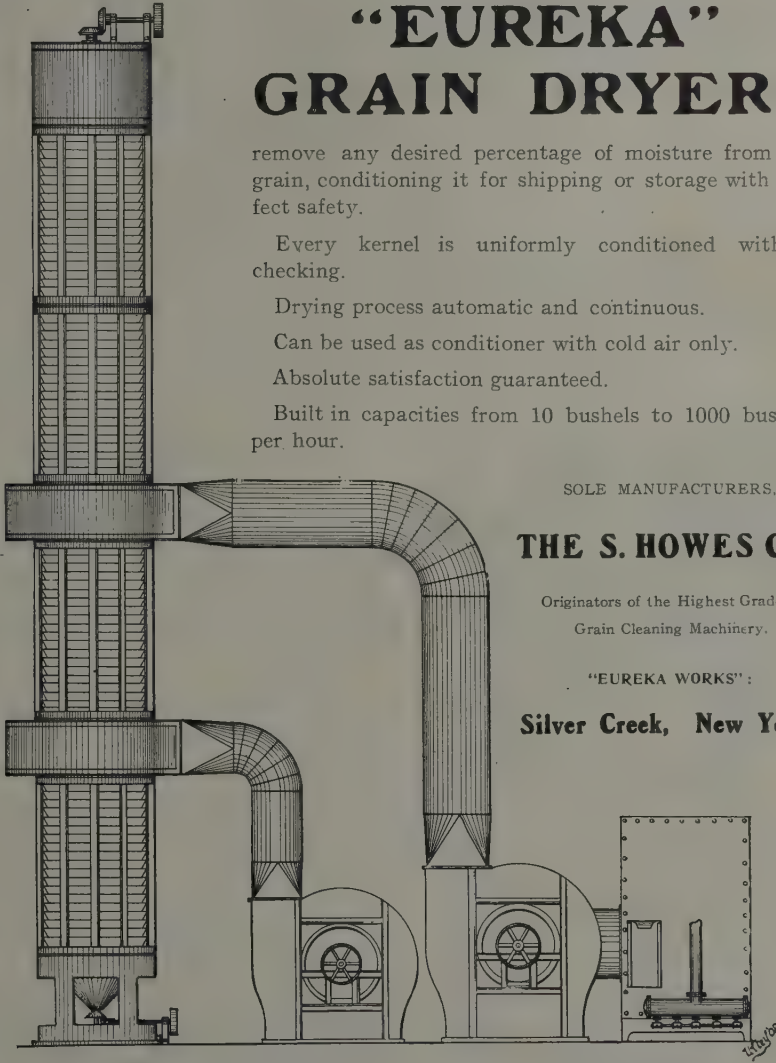
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THE S. HOWES CO.

Originators of the Highest Grade of
Grain Cleaning Machinery.

"EUREKA WORKS":

Silver Creek, New York.



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Grain Purifier and Bleacher

PURIFIER STACK



This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.

**U. S. GRAIN
PURIFIER CO.**

EARL PARK,
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General Electric Company

Skeleton Frame Induction Motors

Designed and constructed
for the one purpose—

Mill Work



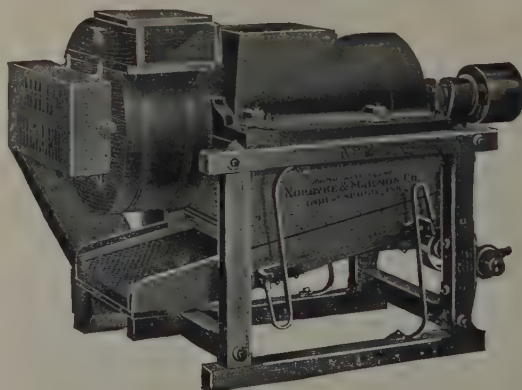
These motors are stripped of all useless weight and all dangerous sparking fixtures. They consist practically of two solid pieces, are more durable and will carry a greater load without overheating than any other motor. That is why they are so valuable for electric drive in flour mills and grain elevators. Write for booklet 761-E.

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A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

NORDYKE & MARMON CO.

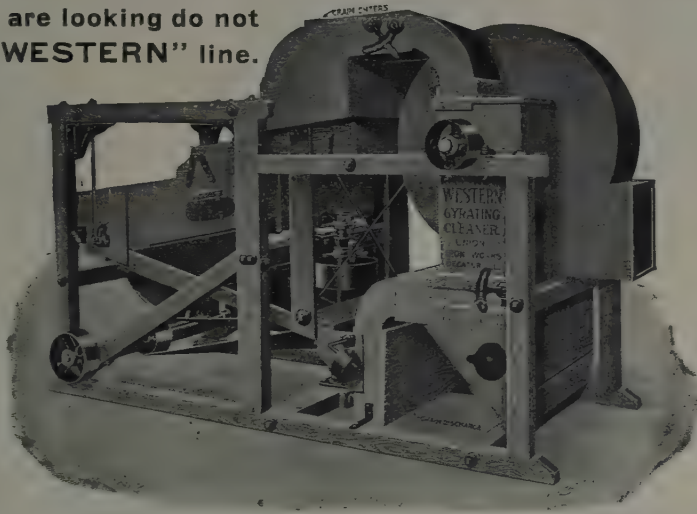
America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

Now Is the Time to Look After Your Machinery
and while you are looking do not overlook the "WESTERN" line.

Write for
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Everything
needed in
a first-
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elevator.



We back our
machinery with
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The "WESTERN" Gyration Cleaner, greater capacity, better separation, better cleaning, better balance (less vibration), better control, greater durability, and last but not least the most convenient and least expensive machine to install.

TERMS—We will ship these machines to any responsible party, anywhere, on 30 days' time with guarantee that the machine must be as represented above in every respect. For further information address,

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Manufacturers of the celebrated "WESTERN" line of Shellers and Elevator Machinery.

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

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Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

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255 LaSalle Street - CHICAGO, ILL.

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Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

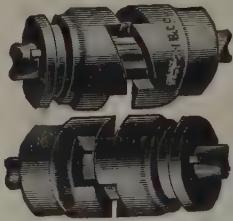
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OUR pens are located in the center of the Yards. A member of the firm is always at the head of both the cattle and hog departments. Our financial standing is unquestioned. We will be pleased to furnish market reports by wire or letter.



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Will save use of power by cutting off idle machinery. Special Cut Price Now.

GRAIN DEALERS SUPPLY CO.

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Branch Office: 219 Grain Exchange,
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"NEW ERA" MANLIFTS Are Always Best

Besides our regular machines we offer a new one—a fireproof, steel one, with patented exclusive features. This is a winner.

Sidney Elevator Mfg. Co.,
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TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it

ROBINSON'S Telegraphic Cipher Code (Revised)

Is more extensively used by
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Price, leather, gilt edges, \$2.00.

Your name in gilt letters on front cover, 25c extra.

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255 La Salle St. CHICAGO, ILL.

From a Photograph taken at Wurlitzer's, 266 Wabash Ave., Chicago.



"Fighting Bob" Evans Hears His Own Voice on the Victor-Victrola

Admiral Robley D. Evans has made a Victor Talking Machine Record of his "Farewell Address to the Navy." Hearing him on a Victor-Victrola is like hearing the man.

The Victor-Victrola is a new style Victor without a horn. It does not look like a talking machine, and sings and plays all the beautiful Victor music in the clearest, most mellow tones ever heard—like life itself. The tone is made loud or soft by opening the small set of doors. Behind the large doors are Albums to hold 150 Victor Records. Price \$200. Easy payments.

Complimentary concerts daily at our store. Everyone welcome. If you cannot call, write for catalogs.

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Both President Taft and Ex-President Roosevelt purchased Victor-Victrolas for entertainments in the White House.

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USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wiper feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

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Are doing the work of the world and doing it well. 100,000 of them are making money for 100,000 satisfied users. You can become a profit sharer by sending for a catalogue and telling us your needs.

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GRAIN TESTER WITH HOPPER

FOR FILLING CUP

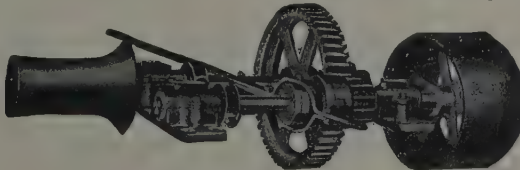
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THE REASON

most elevator men do not install a car puller is because of the cost. We have solved this problem by designing the machine to pull from one to three cars which we can sell for \$36.00. Send us the amount and see how quickly we can



ship you one. You will be surprised with the work this machine will do. If not satisfactory return it and we will refund your money and any money you have paid for freight. Remember we guarantee it to pull three cars.

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For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

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Throw away your Hot Tubes and Jump Spark Plugs



Use
G. & M.
Compression
Igniters.

We can save you money, time and trouble. Spark may be easily and quickly advanced or retarded to the proper point while engine is under full speed, so that engine will develop more power.

The G. & M. Compression Igniter saves gasoline and gas, as it produces a hot fat spark which shoots a much thinner mixture and shoots it quicker; thus transferring all the gasoline and gas used into power.

The G. & M. Compression Igniter soon pays for itself by the saving in fuel and the absence of loss of time and trouble.

The G. & M. Compression Igniter is extremely simple, easy to apply and requires very little attention.

If your dealer does not handle this, kindly send us his name and write direct to the sole manufacturers.

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Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

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FOR SALE—Elevator, also coal sheds and live stock business. Address Geo. H. Barber, Perkins, Iowa.

COUNTRY ELEVATORS FOR SALE in Spring wheat states. W. J. Hartzell, 7th floor, Chamber of Commerce, Minneapolis.

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FOR SALE—Best 30,000 capacity elevator in Minnesota; good business; good competition; must be sold account other business. Address E. E. S., Box 10, Grain Dealers Journal, Chicago, Ill.

A GOOD PAYING ELEVATOR with coal, flour, feed and salt business; in the northeast central part of Ohio. A bargain if sold soon. Address Welt, Box 10, Grain Dealers Journal, Chicago, Ill.

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FOR SALE—A small line of elevators in the western part of Minnesota and the northern part of S. Dakota in first class condition and doing a good business. Address 531, Palace Bldg., Minneapolis, Minn.

TWO MODERN cribbed elevators with coal sheds and corn cribs. Crops in this territory looking fine. Located on the C., R. I. & P. in Northern Ia. Address Mont, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR with sand and coal business in Southern Nebr. The best grain belt in the West. At a bargain if taken before big movement in new wheat. Write at once to Helbig & Co., 529 Bee Bldg., Omaha, Nebr.

FOR SALE—Elevators in the corn belt of Ohio and Indiana. Have several choice propositions. Give us an idea of where you would like to locate and the amount you desire to invest. Tri-State Elevator Co., Hicksville, O.

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NEW 12,000 BUSHEL ELEVATOR handling wheat, corn, oats, coal and seeds. Located in Kansas. Good business. Two competitors. Seed business alone last year paid \$700. Competition easy. Good reason for selling. Price \$4,500. Address H. G., Box 12, Grain Dealers Journal, Chicago, Ill.

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GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

FOR SALE—20,000 bu. elevator, grain, coal, meal and feed business in corn and oats belt of Ill. Two dumps. Business fine. Address W. B., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000-bu. cribbed elevator in So. Dak. on C., R. I. & P. Ry. Station handles 250,000 bu. One other elevator line house. Coal sheds in connection, best station on the line. No trade. Address Den Box 9, Grain Dealers Journal, Chicago, Ill.

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FOR SALE—Small line of elevators, doing a good business, in the best part of Southern Minnesota where crop prospects never looked better at this time of year. Reason for selling; too much other business to attend to. Address Lock Box 99, Henderson, Minn.

FOR SALE—3 elevators of 25,000 bu. capacity each, located at San Jose, Natrona and Harness, Ill. Also a one-half interest in 3 other elevators. The above property was formerly owned and operated by J. & F. J. Rapp. For further information address E. M. Wayne, Delavan, or Fred W. Jacobs, San Jose, Ill., Trustees.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg. terra cotta engine room and office, private loading switch and ground, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

20,000-BU. ELEVATOR FOR SALE, located 25 miles from Des Moines, Ia. first class repair; two stands of legs; two 10-h. p. gasoline engines; sheller, cleaner, etc. Crib capacity for 12,000 bus. ear corn; good coal business in connection; handling about 175,000 bus. annually. Excellent reason for selling. For further particulars address Will, Box 6, Grain Dealers Journal, Chicago.

PLANT of 75,000 bus. in town of 600 handling average of 375,000 bus. annually; good competition; central Illinois; price and terms reasonable. A 50,000-bu. elevator in town of 1500 with lumber yard in connection; plenty of business for 2 men. Other elevators in good locations always on hand. Write your wants in first letter. Am sure I can suit you. James M. Maguire, Campus, Ill.

FOR SALE—Eastern Indiana, 10,000 bushel elevator. Good business in grain, coal and hay. Twelve H. P. gasoline engine; bins all hopped; building fair, stock scales. In good oats and corn belt. Price for a short time \$3,000.00. Also have a good residence property and an extra good general store; will invoice. Will sell altogether or separate. Leroy, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

THREE ELEVATORS for sale on the B. & M., in good grain section of Kansas. One new house; all in good condition. Write Onah, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—20,000 bu. cribbed elevator on C., M. & St. P. R. R., in McLeod County, Minn. Best location in town, doing a good business. No trade. If interested address Hite, Box 9, Grain Dealers Journal, Chicago.

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FOR SALE—The best small line of elevators in northern Iowa, consisting of nine houses with aggregate capacity of 240,000 bushels. Located in the center of the grain belt and in an immensely productive territory. Large retail business in coal, flour, feed, salt and tile at all the points. Retail business alone will pay expenses of operation. Houses are all in good condition and equipped with good machinery. Cleaning station at end of line nearest markets. Has always been a good money maker. Full particulars and specifications on application. Address, Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

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FOR LEASE—20,000 bu. elevator doing good paying business in grain seeds, coal and hay; located in good town; rich farming country. Will be leased worth the money. Come and see. Will answer all questions. Address D. A. L., Box 11, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS WANTED.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

WANTED—Present address of Mr. V. H. McDonald, formerly in the grain elevator building business at El Reno, Oklahoma. Have important communication for him. Address McDonald, Box 12, Grain Dealers Journal.

WANTED—Knowledge regarding the present whereabouts of V. P. Wyland, formerly manager of the Economic Construction Co. of Chicago. Have an important communication for him. When last heard of was in Oklahoma. Address Important, Box 7, Grain Dealers Journal, Chicago, Ill.

A SMALL ELEVATOR constructed so as to handle ear corn is soon to be built at Devol, Oklahoma. Parties having plans for same and also concerns who handle elevator machinery will find it to their interest to correspond with W. T. Huff or G. W. Chesher at Devol, Oklahoma.

ELEVATORS WANTED.

WANTED—An elevator in Michigan or Northern Ind. or Northern Ohio. Give full particulars and price in first letter. F. Kalmbach, Milan, Mich.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

WANTED—Two good corn elevators or locations for same near Oklahoma City. Address 720 East 8th St., Oklahoma City, Okla.

WANT TO BUY for cash one to four grain elevators. Must average at least 150,000 bu. per year. Address A. F. S., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED to trade about \$20,000 land in Minnesota and Dakota for elevators in Minnesota or Dakotas. Address A. A. Hanson, 405 Palace Bldg., Minneapolis, Minn.

WANTED—To rent a good, modern Elevator, with the privilege of buying. One handling 75 to 100,000 bushels. Address B. H. W., Box 12, Grain Dealers Journal, Chicago, Illinois.

WANTED—To trade a Central Missouri farm, over a section; nicely located for elevator, implement or lumber yard. Address F. H. H., Box 11, Grain Dealers Journal, Chicago, Ill.

ALFALFA FARM for sale or exchange. I have 80 acres good bottom land in Noble County, Oklahoma, five miles from Red Rock, the entire eighty is suitable for growing alfalfa. Partly fenced, with grainery on place. Price \$6,250.00, or would exchange for good elevator property Oklahoma or Kansas, preferred. J. W. D., Box 12, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS WANTED

IF YOU want to buy, sell or exchange an elevator or bank, address Southwestern Brokerage Co., Enid, Okla.

IF YOU want to buy, sell or exchange an elevator, write, wire or phone us. Tri-State Elevator Co., Hicksville, Ohio.

WANTED—We have several buyers for elevators and lumber yards. Let us know what you have for sale. Write today. Potter-Davis & Co., Galesburg, Ill.

WE ARE making a specialty of Buying, Selling and Exchanging Ohio, Indiana and Michigan Elevators. Let us know your wants. Address Tri-State Elevator Co., Hicksville, Ohio.

WANTED—To get in touch with a desirable location for an up-to-date Elevator, or with some one who has an Elevator doing good business for exchange. M. W. Burger, Crabb Orchard, Nebr.

WANTED—Several lumber yards in Northern Ill., one yard towns preferred. Do not object to elevator or coal yard. What have you? Address Lumber, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as grain buyer. Experienced in grain. R. R. Letner, Ash Creek, Minn.

WANTED POSITION—Experienced grain, hay and seed buyer wants work. Address Mart, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as Manager of country elevator, by experienced and capable man. Married and can give best of references. Address A. P. Jasinski, Canby, Minn.

WANTED—Position with live grain firm. Have had experience in country and terminal elevators. References given. P. D. Richards, 218 Astor St., Des Moines, Ia.

POSITION WANTED to manage Farmers Elevator Co., in Northwest. Have had lots of experience. Address Iowa, Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by grain man, married, 30 yrs. old, four yrs. experience. Will go any place and can give best of references. Address E. C. Bender, Bancroft, S. Dak.

WANTED POSITION as manager of country elevator by experienced young man. Best of reference; first class bookkeeper. Address Wit, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man as Mgr. of country elevator, or Asst. Mgr. of small line of eltrs. Prefer Ia. or Neb. Best references. Address J. G., Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

A MAN of twenty years' experience in the grain, coal and stock business would like position with some good Farmers Elev. Co. or private concern. Can show good results and furnish references. Address N. B., Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as traveler or superintendent; 18 yrs. experience in grain business. Address Bran Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED to manage Elevator in the Northwest. Good point where there is lots of grain. 10 yrs. experience. Address Bickman, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as auditor and assistant manager of line of elevators. Also experienced in putting gasoline engines and elevator machy. in order. Address F. A. J., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in Elevator in small town by man 36 yrs. old. Two yrs. experience in grain business. Seven yrs. experience in buying and shipping hogs. Position wanted where I can stay. Bank and personal references. Address E. P. Lowe, Mound City, Mo.

SITUATION WANTED—A good all round traveling man and track buyer, 20 years experience; good acquaintance in Iowa, Southern Minnesota and South Dakota; 2 yrs. experience on floor Minneapolis Chamber of Commerce, wants a position with some good firm. Good references. Address G. B. R., Box 11, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Men to work on elevators; mechanics only. Address J. A. Horn, Oklahoma City, Oklahoma.

WANTED — Foreman for Elevator Constructional work, at once. Report or write to W. N. Claus Co., No. 401 Commercial Block, Mason City, Iowa.

CAR LINER FOR SALE.

THE BEST MATERIAL to patch grain cars is heavy strawboard paper. Easy to use, cheap and efficient. 2c lb. in lots 100 lbs. or more. Address C. E. Carpenter, Schoolcraft, Michigan.

INFORMATION FREE.

Readers desiring to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

DO IT NOW.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

..... bus. State.....

ENGINES FOR SALE.

STEAM ENGINE—10x16 stationary, \$140. Elmer Calkins, Petoskey, Mich.

FOR SALE—A bargain. 100 H. P. Fairbanks Morse Gas Engine and producer. Address Fairbanks, Box 12, Grain Dealers Journal, Chicago, Ill.

TEN 2-H. P. FAIRBANKS-MORSE "J. O. A. T." Gasoline Engines, used one week, \$65 each. Wilmot Machinery Co., 722 Gravier St., New Orleans, La.

A BARGAIN in an 18 Horse Power Gasoline Engine. Fairbanks Morse type. Must be taken at once. Address The Metamora Eltr. Co., Metamora, Ohio.

ATLAS ENGINE, 35 H.P., in first class order for quick sale at bargain price. Address W. W. Pearson, Upland, Ind.

FOR SALE—An 18 H. P. Type E. Olds gasoline engine in fine condition, including batteries and tanks. Am using electric motors. W. L. Ireland & Co., Grand Ledge, Mich.

FOR SALE—One 10x20 Buckeye Engine, and one 15x24 Rice Automatic Engine. Will be in operation for two weeks. Both good Engines. Loughry Bros. Milling & Grain Co., Monticello, Ind.

FOR SALE—1 portable 6-h. p. Stover Horizontal Gasoline Engine, on steel trucks, complete, new. Price \$290 f. o. b. New Orleans. Wilmot Machinery Co., 622 Gravier St., New Orleans, La.

FOR SALE—Gas Engine (St. Mary's) complete with all attachments—twenty dollar magneto, etc., \$125.00 cash buys outfit f. o. b. Sidney, O. A rare bargain. Write quickly. Sidney Elevator Mfg. Co., Sidney, Ohio.

FOR SALE—Gas and Gasoline engines, slightly used or rebuilt, and in good condition, at bargain prices. 20 H. P. Otto; 22 H. P. Miami; 15 H. P. International; 8 H. P. Weber; 8 H. P. Master Workman; 7 and 3½ H. P. air cooled. New engines and producers, all sizes for immediate shipment. Address Standard Scale Co., 52 S. Canal St., Chicago, Ill.

GASOLINE ENGINES FOR SALE.

50 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
20 H.P. Ohio.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
3 H.P. International.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

GASOLINE ENGINES FOR SALE.

1—8 H. P. Fairbanks\$150
1—9 H. P. Foos, good as new..... 175
1—15 H. P. Marinette, good as new... 300
1—15 H. P. Fields, used less than 30 days 350
1—15 H. P. Fairbanks, first class running order 200
1—20 H. P. Fairbanks, good as new... 350
1—3 H. P. Fields, good as new..... 90
1—8 H. P. Webber, good as new..... 100
1—60 H. P. Corliss Engine 500
1—8 H. P. White & Middleton gasoline engine, good as new 175
Allen P. Ely & Co.,
Omaha, Neb.

ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

ENGINES AND BOILERS.

FOR SALE—One good second hand steam boiler; 60 H.P. Will sell cheap. Address W. H. Hurley, Clinton, Mo.

FOR SALE—One 25 H. P. boiler in good condition. Very cheap if sold soon. Clark Grain & Elevator Co., Argenta, Ill.

ATLAS STEAM OUTFIT, 10x12 Plain self-contained engine; 40x12 Atlas Boiler, H. P. 35, Engine 25. In good order. Theo. Sindt Grain Co., Lake Park, Ia

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 18x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 All-free, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

SCALES FOR SALE.

SCALES for elevators and mills; low est prices. Chicago Scale Co., Chicago.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

FOR SALE: 14 Fairbanks and Howe hopper scales good as new, sizes 100 to 1,000 bu. Omaha Scale Co., 10th & Douglas St., Omaha, Nebr.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

MACHINES WANTED.

WANTED—One stand 2 pair high, or a 3-roller mill 9"x18", corrugated, for corn shop and corn meal. New or second hand. Raymond & Son, Douglas, Kans.

MACHINES FOR SALE.

FOR SALE—One stand Wilford No. 0.3 High Roller Feed Mill, in good order. Cheap. Spencer & Miller, Piqua, Ohio.

A Cutler steam dryer, 16 inch by 10 feet, for sale; good condition. H. H. Emminga, Golden, Illinois.

FOR SALE—Boss Car Loader, good as new; been used 2 years. Will sell cheap. Address Howard Townsend, Irwin, O.

FOR SALE—One No. 18 Monarch Feed Mill as good as new. Will be sold cheap if sold soon. The Farmers Elevator and Exchange Co., Mt. Cory, O.

FOR SALE—One Monitor grain cleaner, size 5A. As good as new. Also one Fairbanks shipping scale cap. 200 bu. Farmers Elevator Co., Lisbon, North Dak.

FOR SALE—One new improved dustless Eureka elevator separator, built by S. Howes Co., largest size made. Good as new. Address Cleaner, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE AT A BARGAIN—Several old-style No. 3 grain separators. New, never been used. Need the room and will close out cheap. Johnson & Field Mfg. Co., Racine, Wis.

GRINDING MILLS, shop work only, at reduced prices. One 12 in. Munson Attrition Mill. One 24 in. Munson Attrition Mill. One 18 in. Munson Attrition Mill. Write for prices. The S. Howes Co., Silver Creek, N. Y.

FOR SALE—Three No. 2 Barnard & Leas Plansifters. Have used six years, but are in good condition. Will have to be re-clothed. Will make low price. Address Oklahoma City Mill & Eltr. Co., Oklahoma City, Okla.

MISCELLANEOUS FOR SALE.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

FOR SALE cheap—One elevator, chop roll, single pair 12x16 belt drive, capacity 50 to 80 bu. Also meal bolt. Address Emil Brunner, Hope, Kans.

BARGAIN—Atlas ¼ H.P. Water Motors. Will operate washing machines, sewing machines, ice cream freezers, dynamos, bench lathes and drills; grind knives, tools and skates; polish brass, silverware, etc. Can be attached to any house faucet, plain or threaded. Rust-proof and unbreakable. Price complete with emery wheel, pulley and 6 ft. of leather belt, \$1.50. With fan and guard, \$3.50. Send for description. Address Brooks Machine Co., 1202 Wilcox Ave., Chicago, Ill., Dept. G.

SECOND-HAND MACHINERY.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x16" Case; 1-7"x18" 3 pair High Alfsee, belt drive; 1-7"x15" Alfsee 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

MILLS FOR SALE.

FOR SALE—Alfalfa Mill. Write the Land & Power Co., Arkansas City, Kans.

ALFALFA MILL for sale, located in the heart of the alfalfa district, good location, plant in fine shape. Address Box 55, Whitewater, Kansas.

FLOUR AND FEED MILL for sale; water and steam power; 30 bbl. capacity; net earnings last yr. \$3,100. Cheap and good terms. Write United States Land Co., Humbird, Wis.

75-BARREL WATER POWER FLOUR and feed mill, located in best farming community in Northern Indiana. Doing good business. Mill now running. For further particulars, address Box 18, Middlebury, Indiana.

FLOUR AND FEED MILL located at Erskine, Polk County, Minnesota, on Soo Line and Great Northern railways. We have no use for this property. Want an offer. Schwab Bros., 520 Guaranty Bldg., Minneapolis, Minn.

FOR SALE—Half interest in an up-to-date 100-bbl. flour mill. Good location in Indiana town. Well established business. New machinery just installed but sale necessary to close estate. Prefer experienced grain buyer and office man. Address Shall, Box 9, Grain Dealers Journal, Chicago, Ill.

50-BBL. water and steam power grist mill for sale; up-to-date machinery, first class condition, both machinery and building, excellent location, good custom trade, plenty of wheat raised near mill. Property cost \$8,000; must be sacrificed and no reasonable offer will be refused; must be sold at once. NATIONAL INVESTMENT CO., 582 Brandeis Bldg., Omaha, Neb.

FOR SALE 400 barrel Spring Wheat Mill & Elevator in Minnesota. Strictly modern and up-to-date. Have long list of customers and mill running every day. Location in a city of 15,000 population. Three railroads. Will accept part cash and time paper from responsible parties for balance, or will make a trade for something we can handle. Address Minnesota, Box 6, Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

MISCELLANEOUS FOR SALE.

FOR SALE—One Abbott Check Punch, good condition, price \$10.00 at Cleveland. The Union Elevator Co., Cleveland, Ohio.

ONE addressograph twenty four drawers, little used, as good as new, for sale. Address Weller Manufacturing Co., Chicago, Ill.

ONE 10x20 Sinkers Davis. One 8x16 Atlas. One 12x24 Atlas. One No. 3 Invincible Clipper. One No. 4 Invincible Receiving Separator. Address J. A. Horn, Oklahoma City, Okla.

FOR SALE CHEAP

One large Niagara Dust Collector, No. 36, practically new. Write us for full particulars.

Michigan Milk & Food Products Co.
Elsie, Michigan

SEEDS FOR SALE.

FOR SALE—June, mammoth and al-sike clover seed; samples and prices on application. W. L. Ireland & Co., Grand Ledge, Mich.

ALFALFA, dodderfree, Turkestan and European, CRIMSON WHITE Clover, Dwarf Essex RAPE, finest quality, stored in N. Y. Ask for special offers and samples. Address I. L. Radwaner, N. Y. Rep. R. Liefmann Sothe Nfg., Hamburg.

KAFFIR CORN, CANE SEED, ALFALFA MEAL. Write us for prices bulk and recleaned, even weight sacked f. o. b. Oklahoma City, Kansas City, St. Louis or Chicago, immediate shipment. E. R. & D. C. Kolp, Oklahoma City, Okla.

SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

BUCKWHEAT FLOUR FOR SALE.

Choice pure buckwheat flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

PROPOSALS WANTED.

PROPOSALS FOR FORAGE AND STRAW—Chief Quartermaster's Office, Atlanta, Ga., June 25, 1909. SEALED PROPOSALS will be received here until 11:00 A. M., July 26, 1909, for furnishing corn, oats, bran, hay and straw at Atlanta, Ga. Forts Barrancas, Dade, DeSoto, and Key West Barracks, Fla. Ft. Caswell, N. C. Forts Fremont and Moultrie, S. C. Forts McPherson, Oglethorpe and Screven, Ga. Fort Morgan, Ala. and Jackson Barracks, La. Information furnished on application here or to Quartermaster at stations named. U. S. reserves the right to accept or reject any or all proposals, or any part thereof. Address, G. G. Bailey, Major and Chief Quartermaster.

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

BAGS FOR SALE.

SECOND HAND BAGS, BURLAP AND BARREL COVERS bought and sold. Address Richmond Bag Co., Richmond, Virginia.

BAGS FOR SALE—Buy from first hands. We are manufacturers. The price will be interesting. Write today. Address Isbell-Brown Co., Lansing, Mich.

GRAIN WANTED.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

BINDER TWINE FOR SALE.

STANDARD BINDER TWINE—Fully guaranteed. 7 cents in ton lots. Write for samples. L. S. Fitch, Oakwood, Ind.

Salvage Grain

Screenings and off-Grades of Grain and Feed Bought and Sold.

WRITE OR WIRE

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

CARGILL ELEVATOR COMPANY Wholesale Dealers in Field Seeds MINNEAPOLIS, MINN.

KAFFIR KORN AND SCREENINGS. J. R. Tomlin Grain Co. KANSAS CITY, MO.

Member K. C. Board of Trade—Chicago Board of Trade.

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Clovers
Timothy
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Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

INVINCIBLE.

MR. GRAIN DEALER: Did you know that if it were possible for some highwayman to hold us up and demand our manufacturing plant or our trade mark, "INVINCIBLE," we would tell him to take the plant and leave the name. We could soon start another plant, but it would take years of effort and hundreds of thousands of dollars to produce another name which means so much to the grain cleaning trade as "Invincible."

Invincible Cleaning Machinery is standard. It is economical because each machine is the best built by a master workman. Invincible Machinery is guaranteed.

Now we want you to tell us your grain cleaning problem. Perhaps we have described the machine you want in these columns. If not write us for we can furnish you cleaners or make you cleaners in almost any style or capacity for any grain cleaning work.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N.Y.

REPRESENTED BY

J. H. PANK, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667.
C. L. HOGLE, 623 Board of Trade, Indianapolis, Indiana.

F. J. MURPHY, 225 Exchange Building, Kansas City, Mo.
CHAS. BEATLEY, Terminal Hotel, St. Louis, Missouri.

N. W. REPRESENTATIVES: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

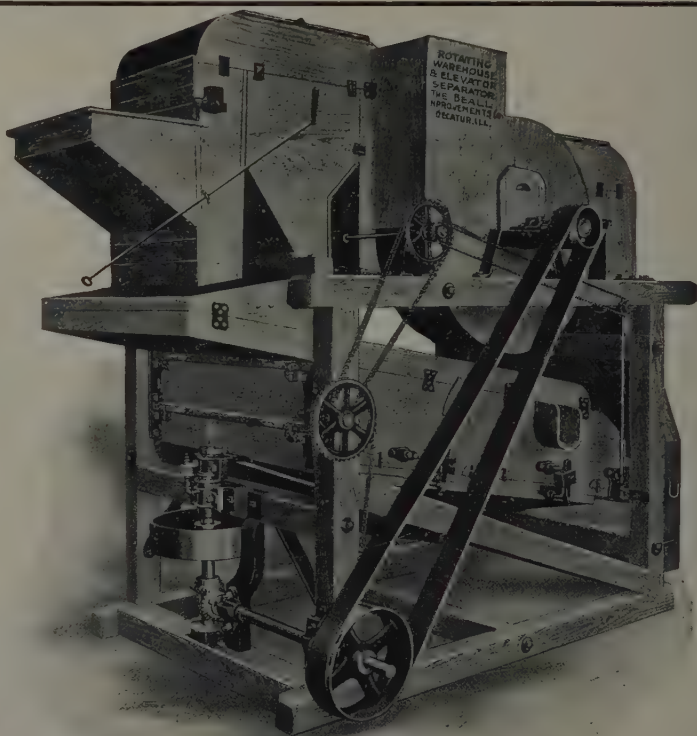
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**"I surely would
buy a 'Beall'"**

"The Beall Rotating Warehouse and Elevator Separator we bought of you two years ago has run every day and most of the time night and day, and the machine has given us the very best satisfaction, and we will say that its capacity is something wonderful. Anyone who wishes to grade wheat for shipping purposes can regulate their suction so easy that it is an easy matter to make No. 2 wheat out of No. 3 or 4, where the valves are properly regulated. If I wanted to buy another warehouse separator I surely would buy a Beall."

Helena Milling & Elevator Co.,
Helena, Okla.

Write for prices of
this machine



The Beall Improvements Company
DECATUR, ILL.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,

Manager.

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To United States, Canada and Mexico one year \$1.50; two years \$2.50.

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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1908, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JUNE 25, 1909.

KING CORN is now giving every indication of again coming into the full rights which naturally go with his title.

MEETINGS of grain dealers would be better attended if the associations of adjoining states would select dates farther apart.

LIGHTNING has begun to play havoc with country elevators again, but dealers having iron-clad houses with metal roofs feel well protected.

AUTOMOBILES kept in the elevators of prosperous country grain dealers, increase the fire hazard and void the insurance policies on the plant. It is far cheaper to build a fire-proof garage some distance away.

UNIFORM RULES were not forgotten by the grain dealers of Illinois and Indiana, and their use in all terminal markets will be brot about if the influence of these organizations counts for anything.

A DUST EXPLOSION is credited with having started a fire in a North Dakota elevator last week, which burned the house and several adjoining buildings. Explosions of this character do not occur in elevators which are kept clean.

STEEL CARS and steel lined cars were given much favorable consideration at the recent meetings of Illinois and Indiana grain dealers and an effort now will be made to induce carriers to provide more of these cars and thereby reduce the leakages.

A SET SCREW in an elevator at Wessington, S. D., came near to terminating the life of an elevator man at that point recently; hence, he will protect all set screws with collars so as to avoid being whirled into Eternity. Some others will profit by his experience and do likewise.

DOUBLE WEIGHING charges at St. Louis have been denounced by shippers and by the receivers of that market, and an effort now will be made to induce the politicians to withdraw, that the correct weights may be obtained without the contribution of any fees to the political machines of the two states.

THE UNIFORM B/L has thru the mystifying influence of the peace committee escaped the vigorous denunciation it has merited every time two grain dealers got together during the last year, but the Indiana Grain Dealers Assn. did not let the opportunity pass to denounce this imposition as it merits.

COBS which have long caused elevator men in corn surplus sections so much trouble are now recommended as fertilizer, either whole or ground. Experiments with cobs have given surprising results, hence elevator men may soon be grinding what they have been burning and selling it back to the farmers as a soil builder.

CROP PROSPECTS in nearly every section of the country continue to improve, notwithstanding the vigorous work being done by the crop experts and the ever active members of the Crop Killers Union. But country grain dealers now seem to be convinced they will have more grain to handle than for several years past.

MOVING grain laden cars at least 100 miles every 24 hrs. is demanded by Indiana grain dealers who fear another car famine this fall, when the new crop begins to move to market. Whether the country is handicapped by congestion or not, this demand of the shippers is reasonable, and no doubt if persistently followed up will eventually be granted.

BARLEY MIXED OATS is credited by an Associated Press dispatch from New York with killing a number of valuable work horses in that state which of course is not true, as horses have eaten barley ever since it was grown. The cub reporter, who no doubt is responsible for the dispatch, had evidently just interviewed a buyer who is crosswise of the market.

INDEMNITIES have been declared illegal by a Judge of the Municipal Court at Chicago, but the case has been appealed and the trading in "ups" and "downs" will be continued because many able Attorneys and members of the trade are convinced that such trading is permissible under the present law.

COOPERING CARS carefully and conscientiously was ably discussed at the recent meeting of the Indiana Assn. Shippers who desire to reduce their shortages in moving the coming crop will peruse the article carefully, which is published elsewhere in this number, and then see to it that cars are put in prime condition before the grain is entrusted to their care.

BAD ORDER CARS are being denounced and their future use protested by the shippers of the central states. Carriers can heed this protest with profit to themselves and the shippers. The trouble with the average railroad is that the operating department has no sympathy or regard for the other departments of the corporation. When railroad departments are operated more in harmony one with another, the interests of the corporation as well as the interest of the shipping public, will be promoted and protected.

SHIPPERS who supply grain to scoopers in consuming territory cannot expect to sell to the regular dealers of that section, any more than can receivers who assist scoopshovel shippers in surplus territory expect to receive the patronage of regular elevator operators. A number of elevator owners in Michigan and Wisconsin have recently complained most bitterly of being forced to remain idle while parties without any investment are distributing cars of grain direct to consumers. If the elevator operators in these states would get together, organize and maintain strong associations, they would be able to protect their business from such inroads, just as New England Association is now attempting to do.

VERBAL CONTRACTS involving amounts in excess of \$50 are now non-inforcible in many states, the laws of which we have from time to time published. Two years ago a number of country dealers sold oats over the telephone. Unusual and unexpected weather conditions reduced the crop so greatly that farmers were unable to deliver the oats sold, and the dealers were put to the necessity of standing for the loss or dishonoring their verbal contracts. We regret to say that some pursued the latter course. Consequently cautious track buyers are now inserting the following clause in the duplicate confirmation sent to sellers for signing: "If this duplicate of our confirmation is not returned to us within 24 hrs., properly signed, it will effect a cancellation of our verbal purchase over telephone."

BUCKET-SHOP KEEPERS at Minneapolis are now without quotations. Until yesterday they were stealing them by tapping one of the main wires of the Western Union. It has taken some time to discover the channel thru which they obtained their quotations, but it now seems probable they will be put out of business for some time to come. It seems difficult to drive these sharpers out of business, but temporary success now and then rewards the efforts of those trying to protect the gullible public from them.

THE ILLINOIS Supreme Court has recently reversed itself, in the case of Helen T. Pelous, et al. vs. H. B. Slaughter et al. The Court now agrees with the Courts of other states and confirms the decision of the Appellate Court in holding that: "To make a transaction in stocks a gambling transaction it must appear that neither party intended the stocks to be delivered or intended an actual purchase and sale, but that both had the intention of settling on the difference only." In other words a contract is enforceable and those who sell grain or other commodities for future delivery must fulfill their contract or settle at the market difference.

ARBITRATION has gained a firm hold on Illinois dealers, as is shown by the fact that 169 cases were filed with the State Ass'n during the past year. The economy to the trade resulting from the adjustment of differences through arbitration, is far more than the total amount in dispute. Before the days of arbitration grain dealers wasted much time, energy and money in running to and from their lawyer's office, who studied the best way to induce them to indulge in even more litigation. Arbitration has proven a great blessing to the members of the grain trade, as well as an education to those who study the decisions. It is one feature of association work that alone is worth to the trade many times its cost.

\$5,000,000,000 will never be appropriated for improving the so-called water-ways of this country, if the Board of Engineers which has been investigating the matter for the Government has any voice in the matter. Nearly every portion of the Board's recent report is against the wanton waste of money in the improvement of water-ways which are not put to use. In its recent report the Board pointed out most clearly that the water-ways of the Mississippi valley were in better condition than they ever had been, yet they are used less than at any previous time in the history of the country. The public does not seem willing to wait on the slow-going water carriers, and the water carriers seem to be either unwilling or unable to meet the competition of the rail carriers. Hence their exit.

MUTUAL FIRE insurance companies have suffered so many losses on elevators covered with shingles, that two years hence the charge for shingle roofs will be doubled. The mutual companies making a specialty of insuring flour mills charge 50c for shingle roofs, while only 25c is charged for shingle roofs on an elevator. The latter, as a rule, is more hazardous because of its location. Elevator owners who are alive to their own interests, will immediately take steps to cover their plant with fire-proof material, and obtain the immediate benefit of an expenditure they must make before 1911.

WHEAT HAS been stored in an elevator at Fostoria, O., for fifteen years and even now the farmer refuses to sell notwithstanding the storage charges have almost eaten up the value of the grain. The operator of the elevator, like many grain dealers we know of, would be very glad to have the wheat taken out and the account balanced. Some donators of free storage have been encumbered with odd lots of grain so long as to eat up all the profits they had ever made from storing grain. Few country elevators have sufficient store-room to enable them to conduct a public storehouse without heavy loss. Keeping a large bin in idleness for a small lot of grain is very expensive.

ASKING DEDUCTION FOR "VARIATION IN SCALES."

Docking shortage claims for so-called "natural shrinkage" could not be justified or defended by the rail carriers, hence they have devised a new excuse for helping themselves to the property of the grain shipper whom they consider helpless. The latest scheme along this line has been instituted by the Pan Handle, which insists on shippers who file claims for loss of grain in transit to permit a deduction of one-half of 1% to allow for what it is pleased to call "Variation in Scales."

If there is a variation in scales it could easily be determined and the cause of the apparent loss proved. It is not necessary for either the shipper or the Railroad Co. to indulge in any wild speculations as to the amount of losses due to this cause. If the scales are not in true working order, as every grain man tries to keep his scales, then the opportunity of proving them to be wrong rests with the Railroad Co. Any elevator will welcome with open arms the scale expert who desires to test his scales.

The Indiana Association has promptly denounced this practice, as every other organization of grain dealers will do. It is unreasonable and indefensible. If the carriers want to keep the money they must devise a better excuse for taking it.

THE WORK being done by the Claim Department of the Illinois Grain Dealers Ass'n is proving of unexpected value to both shippers and carriers. Claims are being presented in better form, so it is much easier for claim department officials to arrive at an equitable adjustment of the claim. Then too shippers are being educated to the necessity of collecting proper evidence to prove the fairness of their claim. In our "Communicated" column of this number will be found a form used by a prominent Illinois shipper for facilitating the work of filing claims with railroads. It is intended this form should be used on a sheet about 7x7 in. so as to give some room for writing brief explanations. We feel sure that if every shipper would exert himself to prove his claim beyond doubt, and to give the proof to the railroad company, he would not only facilitate the work of the claim department officials, but he would insure the prompt payment of many claims now not considered because of their not being properly supported by evidence.

PREMIUMS WANTED FOR THE "OR BETTER" GRADE.

At the recent meeting of the Illinois Grain Dealers Ass'n, and likewise of the Indiana Grain Dealers Ass'n, considerable talk was indulged as to the injustice forced upon those who sell grain their track, by track buyers who insist upon a discount when grain fails to grade No. 3, but never think of offering a premium when it grades better than No. 3. Some track buyers insist that their bid is made with the expectation of receiving some grain better than specified in the contract. If that be so, then the shipper whose grain grades No. 3 just by a small margin, receives pay which properly belongs to the man who ships No. 2. This is not fair to either party. If grades are to be used at all in selling grain, then each shipper should insist on having full value for his own grain.

While the difference in the market price of the various grades is not always a wide one, still it is wide often enough to make material difference in the year's profits. The shipper who watches his business carefully will invariably insist upon having pay for his grain according to its quality. Some track buyers respond with the sinister remark that the shipper does not have to sell grain on bids insuring frequent discounts, which is true, but so long as there is a disposition to sell track, the business should be conducted fairly. If the track buyers will not grant the concession voluntarily, the shippers have the power in their hands to force a recognition of their rights. A month's refusal to sell grain track would insure shippers' interests being treated with more consideration.

New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

EXPORT.

KC Sou, ICC No 2551, wheat and corn, from stations in Missouri, Arkansas and Oklahoma on K C Sou to Port Arthur, Tex. (for export); effective July 20.

C R I & P, Sup 1 to ICC No C8646, grain, etc., from stations in Colorado, Kansas, Missouri, Nebraska and Oklahoma, also Council Bluffs, Ia., to gulf ports (for export); effective July 22.

K C Sou, ICC No 2529, grain and grain products, from points on the K C Sou to Galveston, Tex., Algiers, Gretna, New Orleans, Port Chalmette and Westwego, La., when for export; effective July 7.

GRAIN AND GRAIN PRODUCTS.

Vandalia, grain and grain products, from Colfax, Ind., to Alma, Mich., 10c; effective July 1.

C I & L, ICC No 2163, grain and grain products, from stations on C I & L to Cincinnati, O.; effective July 7.

N Y C & H R, ICC No B10285, grain and grain products, from stations on N Y C & H R to stations on N Y O & W; effective July 3.

D T & I, ICC No D120, grain, from stations on D T & I to Toledo and Fostoria, O.; effective, state, June 16; interstate, July 5.

Wabash, Sup 6 to ICC No 134, grain, from stations on Wabash in Illinois to Cincinnati, O., and Louisville, Ky.; effective July 14.

C H & D, barley, buckwheat, corn, kafir corn, oats, rye, speltz and wheat, from Sidell, Ill., to Terre Haute, Ind., 7½c; effective July 7.

L S & M S, Sup 2 to ICC No A2207, grain, grain products, from stations on L S & M S to points in C F A territory; effective July 7.

Vandalia, Sup 84 to ICC No 1589, grain and grain products, from stations on Vandalia to points in C F A territory; effective July 12.

Nor Pac, Sup 33 to ICC No A3075, grain, etc., between St. Paul and other northwestern points and points in Wisconsin; effective July 7.

D T & I, 1, grain, from Dundee, 7c; Tecumseh, Adrian, Mich., Columbus Grove, Leipsic, Lima, Ottawa and Napoleon, O., 8c; effective July 15.

D T & I, ICC No D127, grain, grain products, from Detroit, Mich., to points in Michigan and Illinois; effective, state, June 22; interstate, July 12.

Vandalia, Sup 82 to ICC No 1589, grain and grain products, from stations on Vandalia to points in C F A territory and Wisconsin; effective July 1.

W T L, Sup 14 to ICC No 772, oats, rye and barley, from points in Wisconsin to Atlantic seaboard territory and points west thereof; effective July 15.

Wabash, Sup 100 to ICC No 1510, grain grain products, from points in Indiana to points in Ohio, Kentucky, Michigan and Indiana; effective July 16.

C R I & P, Sup 9 to ICC No Choctaw Dist 461, grain and grain products, from Memphis, Tenn., to stations on C R I & P in Oklahoma; effective July 13.

C I & Sou, Sup 7 to ICC No 917, grain and grain products, from stations on C I & Sou, Chicago & Wabash Valley to points in C F A territory; effective July 8.

Gt Nor, ICC No A3014, barley, corn, oats, rye and wheat, from points in Minnesota, Iowa and South Dakota to Missouri River points; effective July 10.

C M & St P, grain and grain products, to Kansas City, Mo., from Seymour, Ia., flax and millet seed, 14c; flour and wheat, 11c, and corn, rye, oats and barley, 10c; effective July 5.

C M & St P, corn, oats and feed, from stations in Group 1, 194c; Groups 2 and 3, 22c; Group 4, 23½c; Group 5, 24c, and Group 6, 24½c, to Saunders and Fargo, N. D.; effective July 14.

Cin B & C, ICC No 118, grain, grain products, from stations on Cin B & C to points in C F A territory; effective, state, June 13; interstate, July 3.

C M & St P, Sup 58 to ICC No A9945, grain, grain products, between points on C M & St P and connections; effective, state, June 17; interstate, July 8.

Mo Pac, Sup 33 to ICC No 8467, grain, grain products and seeds, between St. Louis and rate points and stations in Missouri and Kansas, effective July 14.

C M & St P, Sup 1 to ICC No B1352, corn, oats and feed, from stations on C M & St P in Iowa, Minnesota and South Dakota to points in North Dakota; effective July 12.

C R I & P, Sup 41 to ICC No C8117, grain, etc., from stations in Colorado, Kansas, Nebraska and Oklahoma to Memphis, Little Rock, New Orleans, La., etc.; effective July 14.

S W Trf Com, Sup 3 to ICC No 575, grain, etc., from points south and southwest and in Illinois, New Mexico, Tennessee and Wyoming to Louisiana points; effective July 7.

A T & S F, Sup 8 to ICC No 3975, grain, rates applying from or to Chicago, Ill., will also apply from or to Santa Fe elevator at Chicago, Ill.; effective, state, June 18; interstate, July 30.

Pere M, Sup 4 to ICC No 1948, grain and grain products, from Chicago, Ill., Milwaukee, Manitowoc and Kewaunee, Wis., and Manitowish, Mich., to points in C F A territory; effective July 18.

Minn & St L, Sup 4 to ICC No 1759, wheat, from northwestern points, when from beyond to stations in Illinois on C C & St L and other roads, adding concurring lines, etc.; effective July 16.

St L & S W, Sup 2 to ICC No 2759, grain and grain products, from St. Louis, Mo., East St. Louis, Cairo, Thebes, Ill., and Memphis, Tenn., to stations on the St L & S W in Arkansas; effective July 20.

C R I & P, Sup 48 to ICC No C6948, grain, etc., between Chicago, Peoria, Mississippi River (as noted) and Oklahoma points on M C & C; same from and to western points, etc.; effective July 15.

N Y C & St L, grain and grain products, from Continental, O., and Fort Wayne and New Haven, Ind., to St. Louis, Mo., 10c; from Continental, O., and New Haven, Ind., to East St. Louis, Ill., 10c; effective July 9.

C B & Q, Sup 1 to ICC No 9424, grain, grain screenings and seed, from Duluth, Minneapolis, Minnesota Transfer, LaCrosse and Superior to Ohio River crossings and points in C F A territory; effective July 17.

Ill Traction, Sup 1 to ICC No 2, grain, etc., between Blue Island, Chicago, East St. Louis, Joliet, Kensington, Peoria, South Chicago, St. Louis and stations on Ill Trac Co; effective, state, June 7; interstate, July 22.

C B & Q, ICC No 9616, grain and grain products, from stations on C B & Q in Illinois and stations on Mississippi River and Aurora & De Kalb Line to Chicago, Ill. (when destined east thereof); effective July 10.

Minn & St L, corn, oats, rye, barley, screenings, elevator dust, oat clips and refuse (flour and mill), from Minneapolis, Minnesota Transfer and St. Paul to New Orleans and Port Chalmette, La., 22½c; effective July 15.

C M & St P, Sup 3 to ICC No B1298, corn and oats, from Kansas City, Mo., Omaha, Neb., etc., to Ohio River crossings for points in southeastern and Carolina territory; addition of Nashville, Tenn., to list of points to which traffic is destined; effective June 30.

Ill Cent, ICC No A7515, grain, grain screenings and grain products, from stations on Ill Cent in Iowa, Minnesota and South Dakota, also Council Bluffs, Mo., Omaha and South Omaha, Neb. (originating beyond), to Evansville, Ind., and Henderson, Ky.; effective July 20.

Mo Pac, Sup 31 to ICC No 9985, grain and grain products and seed, from Kansas City, Independence, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Crete, Nebraska City, Plattsmouth, Neb., and Sioux City, Ia., to stations on Mo Pac and connections in Missouri, Kansas, Nebraska, Colorado, Oklahoma; effective July 10.

Ann Arbor, ICC No A150, grain from stations in Michigan on Ann Arbor to Fostoria, O.; effective July 20.

C P & St L of Ill, ICC No 693, barley, buckwheat, corn, oats, rye, speltz and wheat, from stations in Illinois to Toledo, O.; effective July 19.

C M & St P, Sup 5 to ICC No B1355, grain products and wheat, from points in Minnesota and South Dakota to Davenport, Ia.; effective July 23.

Erie, Sup 32 to ICC No A3698, grain and grain products, from Chicago, Ill., and rate points to eastern cities reached via Erie Desp; effective July 22.

C R I & P, Sup 13 to ICC Nos C6358 and 12200, grain and grain products, from stations in Kansas on the C R I & P to stations in Missouri on the St L K C & C; effective, state, June 28; interstate, July 27.

C Gt W, Sup 5 to ICC No 4531, wheat, corn and oats, from Missouri River points to Cincinnati, O., Jeffersonville, Ind., Louisville, Ky., and New Albany, Ind.; applies only when destined to southeastern and Carolina territory; effective July 11.

C Gt W, ICC No 4607, grain, from Kansas City, Kan., Kansas City, St. Joe, Mo., Leavenworth, Kan. (when from beyond), to St. Paul, South St. Paul, Minneapolis, Minnesota Transfer, Minn., wheat, 12c; corn, oats, rye and barley, 11c; effective July 21.

A T & S F, Sup 11 to ICC No 4260, grain, grain products and seeds, between points on A T & S F in Illinois, Iowa and Missouri and points on A T & S F in Illinois and Iowa; also Peoria, Ill., and points on Peoria & Pekin Union and Peoria Ry Terminal Co; effective, state, June 12; interstate, July 24.

Grand Trunk, Sup 1 to ICC No A1253, grain and grain products, and articles taking same rates, from stations on Grand Trunk and connections, also from Chicago, Ill., and Milwaukee, Wis. (across lake), when originating at points west thereof to eastern, New England points, Canada and Newfoundland; effective June 30.

Grand Trunk, ICC No A1276, grain and grain products and articles taking same rates from Chicago, Ill., Milwaukee, Wis. (across Lakes); also Elsdon, Chicago Lawn, Hayford, Evergreen Park, Mt. Greenwood, Blue Island, Harvey, Thornton Junction, Ill., and stations shown on Page 5 to Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and West Virginia; effective July 6.

C B & Q, Sup 3 to ICC No 9314, grain and grain products and seeds, from Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis, St. Paul, Minn., and stations on C B & Q in Iowa and Minnesota, except Missouri River crossings, also from stations in Iowa and Missouri, except Missouri River crossings, to Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La.; effective, state, June 15; interstate, July 20.

ELEVATION AND TRANSIT.

Kanawha Desp, ICC No 891, rules governing allowance for transfer of grain; effective July 9.

L H & St L, ICC No 551, rules governing elevation and transfer allowances on grain; effective July 11.

Tenn Cent, Sup 4 to ICC No A82, rules governing elevation, drayage, switching and transfer charges between stations in Kentucky and Tennessee on Tenn Cent; effective July 1.

Pere M, ICC No 2110, rules governing milling in transit of grain at Buffalo, N. Y.; effective July 15.

Ill Cent ICC No A7507, grain, cleaned, clipped, graded, inspected, milled, mixed, sacked, shelled, stored or weighed at Cairo, Ill., and reshipped to stations on Ill Cent; effective July 7.

L & N, ICC No A10619, rules governing milling in transit of corn on ear at Clarksville, Tenn., drawn from Morganfield branch stations and product shipped to the southeast; effective July 12.

Gt Nor, ICC No A3017, rules governing allowance for grain doors; effective July 25.

C H & D, ICC No 2270, grain, instructions governing the furnishing of grain doors; effective July 7.

Nor Pac, Sup 7 to ICC No A3072, grain, between western points; rules governing furnishing of grain doors; effective, state, June 8; interstate, July 10.

C H & D, ICC No 2276, rules governing recognition of grain handled through elevators within Cincinnati switching limits to points within those limits; effective, state, June 27; interstate, July 18.

Meeting of Ohio Grain Dealers Ass'n at Cedar Point

The Thirtieth Annual Convention of the Ohio Grain Dealers Ass'n was called to order by Pres. Groce in the Auditorium at Cedar Point on Lake Erie, Thursday morning, June 24, at 10:30 o'clock. About forty dealers were in the hall when the meeting was called. As the meeting progressed they wandered in until about 60 shippers were present.

Pres. Groce read his address as follows:

President's Address.

Gentlemen of the Ohio Grain Dealers Ass'n: I congratulate you that after thirty years, almost a third of a century, this Ass'n is not only very much alive, but it is the most active and energetic organization and has done more real good than any other organization in Ohio.

Our Ass'n has been instrumental in starting other ass'ns, and our members have taken an active interest in their welfare.

The Shippers' Ass'n, the strongest in numbers in the state, owes its beginning to your work, and your numbers are today perhaps the most earnest in its support. You all remember the part taken by your members in the starting of that splendid organization, The Ohio Corn Growers Ass'n, and know the work it has done.

Away back in the 17th century, Jonathan Swift said, "Whoever makes two ears of corn, or two blades of grass to grow upon a spot of ground where only one grew before, deserves better of mankind, and does more essential service to his country, than the whole race of politicians put together."

And so say we all today, my friends, and we are willing to help not only The Corn Growers' Ass'n, but let us help organize a Wheat Growers Ass'n, that Ohio may excel in wheat, as well as corn.

The Corn Show held in Columbus last winter, was a greater success than we had ever hoped for, ending with a big corn dinner, (and the room was not big enough to seat the crowd) at which the Governor of the state occupied the seat of honor, and our friend Mr. Sandles presided as toastmaster in his inimitable style.

Mr. Sandles became so interested in the matter, that as Secretary of The Ohio Agricultural Society, he assisted very materially in the management of an Educational Corn Train over the C. & D. road, accompanied by Gov. Harmon, and over 6,000 people listened attentively to addresses from experts from the State University, and The Ohio Experiment Station.

I believe the work of these institutions is of the utmost importance to the Grain Dealers of Ohio, and here you will give it your earnest and substantial support at this meeting, and not postpone action as was done at our meeting last summer.

Our Secretary, Mr. McCord, and members of this ass'n, gave assistance in securing from the Legislature last winter an appropriation for a Traveling School, which I believe will be of great benefit to grain dealers as well as farmers, and all should give it encouragement.

The Crop Reports of the Department of Agriculture should be made more reliable if they are to be of any value to farmers or dealers.

One of our leading grain journals aptly says, "Secretary Wilson in substantially declaring that wheat cannot sell above \$1.00 a bushel without manipulation, poses as a market authority, tho he has no record behind him to show that he knows a real scarcity when it exists."

Secretary Wilson has attributed the situation the past few months to speculation, but we all know that "a corner" or speculation of such character is generally of short duration, and not a continual advance with no heavy reactions.

The Misquoting of Freight Rates, whether willfully, or erroneously, is a matter that should receive attention at this meeting; for protests against this injustice have been filed repeatedly but so far in vain.

Surely if the Shipper can prove he was misled by carrier's agent, he should be able to obtain a decision in his favor in any court, and a test case should be made.

I congratulate you upon the attendance at this meeting if it may be productive of good to all of us.

At the close of his address the president was loudly applauded.

Sec'y McCord prefaced his financial re-

port by stating that the Ohio Ass'n was holding its own. "We have 325 regular and affiliated members and much interest in Ass'n work is shown." The financial report follows:

REPORT OF THE SECY.-TREAS.
Balance on hand at the close of the year ending June 30, 1908, \$13.23.

RECEIPTS FOR THE YEAR.
Affiliated members\$ 398.00
Regular membership dues..... 310.00
4 regular memberships..... 20.00
Affiliation dues Middle Ohio Ass'n..... 84.00
Claim Buro 18.89
Arbitration fee 10.00
Contributions for Corn Show..... 627.00

Total receipts 1908-9.....\$1,381.12
DISBURSEMENTS FOR THE YEAR.
Stenographer and extra help.....\$ 185.00
Paid Sec'y acct. salary..... 200.00
Office rent 1 year..... 60.00
Affiliation dues Grain Dealers Nat'l 222.50
Badges 10.50
Postage 16.25
Printing and stationery..... 50.20
Telegrams, telephone, expressage..... 3.08
Paid fees Arbl. Comite..... 10.00
Incidentals 11.25
Corn Improvement Ass'n..... 500.00

Total\$1,332.18
Balance on hand June 23, 1909..... 48.94
J. W. McCord, Sec'y Treas.

The report was received as read and referred to the Auditing Comite.

The President appointed the following Comites:

Nominations: H. S. Grimes, C. B. Jenkins, R. R. Bales, A. B. Beverstock, Fred Mayer.

Auditing: H. S. Heffner, C. O. Barnt-house, Reed Dunlap.

Resolutions: E. W. Seeds, E. A. Grubbs, J. B. Seymour.

As there was considerable time before noon A. B. Beverstock was called upon to read his address on a Wheat Field Meeting. He spoke as follows:

A Wheat Field Meeting.

A meeting was held at the Ohio Experiment Station at Wooster, O., on Wednesday, June 16, that may in time prove to be one of the most profitable movements that has been inaugurated by that institution for the benefit of the grain dealer; especially those of us who do not handle much corn.

Meetings and agricultural special trains devoted to corn have been popular for several years, but such a movement in the interest of wheat has never before been brought forcefully enough to the attention of the State University or Experiment Station to induce them to have meetings devoted exclusively to the interests of wheat and wheat production.

Such a meeting was called by Director Thorne of the Experiment Station and if the attendance of several hundred farmers, millers and grain dealers is any indication, I believe we have started a movement that will increase the yield and improve the quality of wheat in the state of Ohio.

The "Wheat Field Meeting" is to be an annual affair and will be held about June 22 to 25th of each year. The various plots of wheat produced from samples obtained from various foreign countries and states of the Union were inspected and compared with the greatest interest on the part of the large crowd, who proved their interest by plodding through the mud and wet grass without one word of complaint.

This splendid institution and the work the officers are doing was most forcefully impressed upon me. I never realized before the possibilities and what great benefits are being derived by the farmers from the good work that is being done at this institution. I never appreciated before how my good friends, Director Thorne and Profs. Williams, Goddard and others are sacrificing their time and spending the best years of their lives in their efforts to solve these problems in nature that nature itself is so reluctant to reveal. That splendid little band of men who, as has previously been said, are so faithful to duty, so earnest in their endeavors to discover those things that are for your benefit and mine; so willing to preclude themselves from the business of their personal affairs,

where any one of them could make as much or more money than is paid by the state; and which is not half appreciated by the vast multitude who are the beneficiaries.

During the past few years I have watched this work, I have noticed the untiring efforts that have been put forth by officers in charge to discern the kind of seed corn, seed wheat, oats, alfalfa, etc., that would produce the greatest number of bushels or tons per acre from the various soils of Ohio.

It is work that requires more time, more devoted interest and more patience than I or probably any of us could give.

It has been truly said that Director Thorne and many of his associates have been so able, so persevering, so unselfish and so faithful to the agricultural interests of our state that they have risen high above the little narrow minded political trickster who would like to supplant them with their incompetent and graft-loving successors.

The meeting was addressed by Sec'y. Sandler of the Ohio Department of Agriculture, Director Thos. F. Hunt of the Penna. State College Experiment Station, while Mr. Jenkins and I represented the Millers and Grain Dealers of our state.

At the close of his address Mr. Beverstock asked the privilege of reading an address delivered by Prof. Hunt at the Wheat Meeting in Wooster. The request was granted and the paper read.

C. B. Jenkins moved that a vote of thanks in behalf of the Ass'n be tendered Prof. Hunt for allowing his address on the Wheat Situation to be read. It was the request of Prof. Hunt that the address should not be published.

Mr. Ryan of the Cedar Point Resort Co. then made a short address of Welcome and assured the dealers he was glad to see them and that the theatre and dance hall was open to them.

Telegrams of regret were read from A. E. Reynolds and H. L. Goemann.

The meeting was then adjourned to 1:30.

Afternoon Session.

The afternoon session was called to order by Pres. Groce at 2 o'clock. After a few words of advice he introduced Sec'y J. F. Courcier of the National Ass'n who spoke on the subject, "The Live Issues of the Trade of the Present Day."

Mr. Courcier's address was very much appreciated by the dealers.

C. B. Jenkins was introduced as Hon. Right from The Shoulder of Levelville, O. He said in part:

I believe in a square deal and try to practice it. I think the lack of a square deal often is the cause of contention between dealers. I am proud to represent an organization which has for its motto "Not for self, but for all." I am proud of that other organization which has for its motto, "Whatsoever ye would that men do unto you even so unto them." If you adopt that motto you will promote the interests of the organization to which you belong. You should come here not to get a square deal, but to bring one with you. I want to give you an illustration without mentioning names.

Not long ago a corporation with a good reputation outside of Ohio, shipped some wheat to a member of our Millers Ass'n and the car fell short. The consignee placed the wheat in a bin and put in a claim for shortage. The corporation sent a man to the mill who was a scale expert. He examined the scales and found them out of order. The scale was fixed and the wheat weighed again. It was found that the car was only a little over a bushel short. Then the shipper put in a bill for the traveling expenses of their man, which amounted to about \$23. This the received refused to pay. The matter was taken up with me and after considerable time and writing I finally put that Golden Rule to them and they paid the bill. That is the case of a square deal.

I believe that loaning grain bags is a

great evil and do not believe it is necessary to do that to give the farmers a square deal. The Valentine law prohibits price agreements, but you dealers can get together and agree on things which the law does not prohibit. Then every grain dealer ought to make at least 3c per bushel gross on the grain he handles.

Pres. Groce: Do you mean on corn or wheat?

C. B. Jenkins: I was talking about grain generally. I think an average of 3 cts. gross would be a good profit.

A. B. Beverstock: I would like to know whether there is any one here from Portsmouth who can say whether they know what a square deal is down there?

H. S. Grimes: Every man in Portsmouth is among God's known. They would think it a crime to take short weights or do anything but give a square deal.

E. W. Seeds was introduced by the President who read his address on Car Service & Transportation:

Transportation and Car Service.

The service of the railroad car is one of the important factors in your business, and whatever can be done by you or the carrier to render its service more efficient should be cheerfully undertaken by both, for under many conditions and circumstances arising in the conduct of a grain shipping business, increased car efficiency means much, to both shipper and carrier, in dollars earned.

If you can load cars in one-half or one-quarter the time allowed under car service rules, you should do it, particularly at a time when cars are scarce. If the carrier can take your grain to destination in less time than it now consumes for that service it should be required to do it. Thus far reciprocal car service rules seem to me to be just and fair.

When you order cars from a carrier to be placed for loading, you should be required to load them in a specified time, fixed by fair car service rules, and to pay the penalty for failure to do so, as indicated before, you should go further and load them just as quickly as possible.

Again, when a carrier accepts your shipment and issues a bill of lading agreeing to transport it to a certain destination, it should be required to make that delivery in a specified time, fixed by fair regulations, based on distance, and other reasonable conditions, and to pay the penalty for failure to do so, and that penalty should be sufficient to cause the operating departments of the roads to take notice when failure occurred.

Surprising as it may seem to many, there has been no progress made by the carriers in time of transporting our grain in 25 years. It requires more time now on the average to transport a car of grain from central Ohio to points in New England than it did a quarter of a century ago.

This fact has been admitted to the speaker by prominent Railroad men in our own state, and was publicly acknowledged by the railroad representatives in the recent conference at Washington between State R. R. Commissioners, Shippers, and representatives of the Railroads, with reference to car service matters.

The obligation on the part of the carrier to perform a contract service is just as great as on the part of the shipper, and if the shipper should be required to load or unload a car in a given time then the carrier should be required to perform its part of the service in a specified time.

Let us illustrate how much a little effort on the part of the shipper, receiver and carrier may help a car shortage. Suppose the shipper takes two days to load, the carrier ten days to transport, and the receiver two days to unload a car of grain, this makes 14 days in which the car is used for that one service.

Again, suppose the shipper loads in one day, the carrier uses eight, and the receiver one, a total of ten days, or a saving of about 30 per cent. Now if 50,000 cars were being used in grain transportation under the first named conditions, this little effort would add in efficiency the equal of 15,000 cars, quite a handsome equipment in itself. Is it worth the effort?

I have suggested that the shippers try to do a larger proportionate part of the saving than the carriers, but if they make an honest effort on this line, the carriers, I believe, will meet them. In fact, I am confident that some effort is now being made by the carriers in this direction.

A few days ago I saw a published state-

ment of an effort in this direction by a prominent road. This claimed a movement of a heavy freight train over 124 miles per hour at an average speed of 17 miles per hour, or more than 200 miles per day of 12 hours, and if our shipments were given a movement of one-half this distance in each 24 hours I suspect one would hear no complaints with reference to time.

Car service restrictions and car service rules have doubtless been of great benefit to the carriers and the public, and the efficiency of the car has been greatly increased over what it was 25 years ago. However, this increase, practically all seems due to restrictions placed on the shipper and receiver, and greater efforts required of them.

Twenty years ago 500 bus. was a car load of corn, cars were detained at loading point and destination about as long as parties interested cared to keep them and without complaint from the carrier, indeed this was many times encouraged by them to obtain business for a particular line.

Then car service rules were put in force allowing 48 hours to load or unload cars of above named size. Later the capacity of the car was increased until it today carries more than three times that amount is required for the load of a large per cent of the cars, and only the same old time is granted for loading.

They tell us that our equipment is improved so that we can load as well now in the required time as formerly. Admitted, and their earnings per car are thereby greatly increased.

What have they done to compensate the shipper or lessen his risk of loss by corn getting out of condition in transit, and this risk is, without question, greatly increased by the larger load required. Is it not fair for us to insist that they get our shipments to destination in a specified time, and a shorter one than when the smaller load was required?

The part of so-called reciprocal car service which would require a carrier to furnish cars ordered within a given time, to pay the shipper a demurrage charge, is, I think, unjust and unfair, and should not be advocated by any shipper. Suppose your farmer customers demanded that you build sufficient storage room to take care of all the grain they cared to deliver to you at any time, although for three-fourths of the year you would have no use for half of it, would you consider it fair, or a good investment for your funds?

I suspect the carriers will readily assent to such a rule whenever the shippers will obligate themselves to load all empty cars furnished them at any time by the carriers. This is a fair proposition. If they are required to furnish you all the cars you need at any time you should be ready to furnish them all the loads they require to keep these same cars earning revenue at all times.

Is it not the best to empower the Interstate Commerce Commission and the several State Railroad Commissions to require all carriers to provide an adequate equipment for the volume of business of the road, and distribute it without discrimination, so that each shipper gets absolutely his fair share?

Meeting adjourned to 9 a. m. Friday.

Friday Morning Session.

[Special Telegram to Grain Dealers Journal.]

Pres. Groce called the Friday morning session to order at 9:30. Prof. V. M. Shoesmith spoke on Corn Improvement Assns. We are witnessing a transition in agriculture from unsentimental to scientific methods. Prof. Shoesmith briefly described the work of the Wisconsin, Indiana, Missouri and Iowa Agricultural Experiment Stations and compared it with the work of the Ohio station. The function of these stations is to reach the farmers and increase the yield of grain.

Pres. Groce: I do not believe we could do better than to contribute benevolently to this work, for it is an investment, not charity.

Wm. B. Foresman was introduced as the gentleman from Indiana and he read an address on Is the Trade Assn. Worthy of Support?

Is the Trade Association Worthy of Our Support?

Mr. President, Members of the Ohio Grain Dealers Ass'n and Friends:

The grain trade throughout Indiana, I am glad to relate, is in very good shape,

as most of the dealers have begun to realize that it is as necessary for them to be organized as it is for the bankers, grocers, men, and in fact, all lines of business. While we are criticized somewhat by our farmer friends for belonging to these organizations, still the majority of the good, level-headed business ones are fast becoming convinced that while those connected with such associations are benefited, the farmers are at the same time receiving aid.

And yet in spite of this manifestation of interest, the different hard workers show and try to accomplish in this association, there still are those, and many of them, who ask:

What does the Grain Dealers Association stand for, and what has it done?

What has it done? What has it not done? It has never yet subscribed to or tolerated dishonesty, has never met an enemy of the square deal, which was too prominent or too powerful for it to attack; it has never yet faced a task too great; it has never yet found a problem too abstruse for solution. It has sought for the betterment and upbuilding of the grain trade. It has always stood ready to throw its united strength into conflict where single hands could not successfully combat the enemy. Like the Gladiator of old, "For several long years it has stood in the public arena," daring to bare its arms of might in defense of our rights, and yet there are those who ask, What has it done? Are we to wonder at this? Not at all. The tendency of the human mind is to be passive.

There Still Live People in this, God's favored country of freedom, who do not appreciate the heritage of liberty bequeathed to them. There are those who breathe this free air and enjoy the freedom of unrestricted pursuit of happiness, who say that government by the people and for the people is a failure. So with many grain men; they are willing to go along in a way which has been laid out for them by others. Their ambition or lack of it does not lead them to strive for better things. They sum it all up in one expression, "What's the use?" They are content to be "drawers of water and hevers of stone."

To him who in his own selfish complacency is contented to sit quietly down and take matters shaped ready to his own hand; who cares not for better things, whose ambition leads him to desire nothing better than that which he enjoys, who sees nothing better than imitation in the world, who being a creature of circumstances cares not to break the narrow confine of his present limitation, who, in short, is satisfied to be a parasite leaching from the active, healthy progressing trade a mere existence. To such, the Grain Dealers Ass'n stands for but little. To his thinking it has done nothing to better the condition of the trade; it is not worthy of support.

To the Grouch and Chronic Kicker who imagines that the whole trade is dishonest, who thinks that everybody is trying to take advantage of him, who is so narrow, sordid, selfish, contrary and crooked that he cannot appreciate a square deal when it is meted out to him; to such an individual it means a combination to down him. If he has happened to be associated with one for the purpose of taking advantage of the arbitration, and has had a case decided against him, he has forthwith resigned from the association. Mingling with honest, energetic men who have a high ideal of business ethics, becomes very distasteful to such men. This association is far better off with them out of it.

As I stated in the beginning of my paper, many of our farmer friends criticized our belonging to these associations, but the results of our labor in these associations have enhanced the value of the farm products by untold millions of dollars, for many of our profit demands by the country dealers in the past years who bought of the farmer was from five to six cents per bushel, and then he did not make too much. To-day he can make more money and do it on a basis of two or three cents margin. This has been brought about by the improved methods of handling, more equitable and stable rates of transportation; less loss in transit; better methods for handling and marketing the off grades, (with which many of us are most familiar) improved facilities in great commercial centers, and all this the introduction of the square deal method.

Pres. Groce said that was a good speech, Billy.

Prof. Price then talked extemporaneously on agricultural extension work. He exhibited a map showing the route Seed Corn Specials had taken. No organization in the state is more active in co-oper-

ation with the Agri. College than your Assn. We have run eight Seed trains mostly in the western part of the state because that is the surplus corn producing section.

Hon. A. P. Sandles spoke on agriculture the foundation of commerce: "There is no more important question than that of tilling the soil. Our population is increasing while the yield per acre is decreasing. Three per cent of our food comes from the sea, 97 per cent from the land. We must raise more corn and wheat per acre or there will be trouble. The farmers need to mix more brains with their business. If you can help them they will get more gold out of the dirt."

C. G. Williams spoke on better wheat. Improved fertilizer has made a plot of wheat at our experiment station yield an average of 30 bus. per acre for 10 years, while the plot adjacent only yields 10 bus. per acre. Farmers should secure best varieties of wheat for planting as it will make a difference of 7 bushels per acre in yield.

The auditing committee reported the books of the treasurer in good shape. The Resolution Committee reported as follows:

Resolutions.

Resolved, that we commend to our members the suggestions made that it is better business to get together on the line of the square deal and under the motto "Whatever you would that your competitor do to you, do you even so to him," than in any effort to fix prices at which you will either buy or sell grain.

Endorse Efforts to Improve Wheat.

Whereas, the movement inaugurated a few years ago for the improvement of the quality and yield of the corn crop of our state has been so signally successful, and

Whereas, our farmer friends have responded so readily to the instructions given and the efforts made on this line:

Resolved, that we heartily approve and endorse the efforts now being made by Chief Inspector Culver to start an improvement in the wheat crop, and that we will aid in every way we can in the promotion of the work, and further that we ask the Agricultural College of the O. S. U. and the Ohio Exp. Station to give their assistance in the undertaking as they have so ably and effectively done in the former campaign of education.

Professors Eric, Shoemith, Sandles, Williams, Secy, Courcier, Wm. B. Foresman, the Western Union and the Cedar-point Resort Co. were thanked for helping to make the meeting a success.

The resolutions were adopted as read. The nominations were Pres., H. W. Robinson, Green Springs; V. P., Willis Jones, Mt. Sterling; Secy., J. W. McCord, Columbus. Governing board, Geo. Brand, Worthington; R. R. Bales, Circleville; Ed. Churchill, Perrysburg.

Nominating Committee's report was adopted.

After speeches of felicitation and a vote of appreciation to Col. Groce the meeting adjourned.

Convention Notes.

Sand flies and mosquitoes as thick as ever.

R. S. Sheldon handed out some very nifty pencils.

H. J. Boyd represented The Albert Dickinson Co., Chicago.

F. C. Cain, H. M. Strauss and R. J. Hackney from Cleveland.

A. S. Garman pinned every coat lapel with a Monitor Cleaner.

The attendance was an average and the enthusiasm was 100%.

-Rosenbaum Brothers, Chicago, were represented by Otto Waitzmann.

B. D. Heck of the Philip Smith Mfg. Co. was supplying the dealers with automatic pencils.

C. O. Peters gave dealers the Grain Dealers Nat'l Fire Insurance paper weight.

The coal men were C. A. Sloan of Jackson, O., and W. H. Spencer of Columbus, O.

The machinery representatives were B. D. Heck, The Philip Smith Mfg. Co., A. A. Croft and J. C. Ward.

The Toledo Field Seed Co. asked its friends to hang its memo's on a neat wall hook furnished by it.

Baltimore was represented by E. H. Reer, Chas. England & Co., and H. E. Elgert of J. A. Manger & Co.

Indiara was represented by P. E. Goodrich, Winchester; M. Niezer, Ft. Wayne, and W. B. Foresman, LaFayette.

H. E. Richter said he was the only dealer present from Cincinnati. He came in behalf of The Gale Bros. Co.

J. F. Courcier is walking with a crutch. Some say gout, others rheumatism, but Mr. Courcier says he has been sick.

Grimes Fine Candies dispensed at a local concession bear no relation to the taffy handed out by the patriarch of Portsmouth.

Did Sec'y Wilson get "his'n"? There are some people yet, who do not think that the estimable Secretary knows all about the grain business.

Pittsburg sent some brilliant men. Among them were Jos. McCaffrey, F. L. Davis of Herb Bros. & Martin, R. A. Sheets and J. A. A. Geidel.

Southworth & Co. siezed time by the forelock and donated a cake of soap to each dealer. It was guaranteed that the soap would wash off everything but the name.

Ohio dealers who talked crops agree that the wheat acreage is small compared with an average, but what is left will yield well. It is too early to tell much about corn, but the last ten days have made a wonderful change in it. Oats are good with some rust reports.

Toledo did not forget to send W. W. Cummings, Abner Guiteau of W. H. Morchouse & Co., R. S. Sheldon, F. W. Rundell of W. A. Rundell & Co., H. R. De Vore, John Keller of C. A. King & Co., Fred Mayer of J. F. Zahm & Co., E. H. Culver, Chief Insp., Mr. & Mrs. Gassaway, Mr. & Mrs. K. D. Keilholtz of Southworth & Co., and J. F. Courcier, Sec'y Grain Dealers National Ass'n.

Late arrivals: F. O. Diver, Middletown; Chas. Shuler, McComb; M. J. Slessman, Clyde; W. C. Long, Convoy; Isaac Burkholder, Belfast; Fred Abel, Cleveland; C. F. Hehmeyer, Coldwater; J. F. Wetherill, Spencerville; J. L. Stemple, Ada; J. Hermiller, Ottawa; I. A. Burkholder, Delphos; M. Jones, Mt. Sterling; J. J. Risser, Rawson; D. R. Risser, Vaughnsville; C. W. Frese and F. Bolte, Graytown; J. D. Spangler, Defiance.

There was general consternation on the boat coming over from Sandusky to Cedar Point. The captain left the wheel in charge of his first lieutenant and hurriedly walked from deck to deck for the steamer was listing terribly on the port side. Baggage was hurriedly moved to the starboard side, when to the horror of those present the boat suddenly swerved at an angle of 45 degrees to that side. The engine wheels were stopped and an investigation started. It was finally found that Big Chief Culver was promenading the deck with a fair sister of some unknown isle. After the chief had been forced to settle down amidships the boat proceeded to destination.

Among the Ohio dealers present were:

L. F. Anderson, Anderson; E. W. Armstrong, Monroeville; F. L. Alexander, Marietta.

K. M. Baker, Kenton; E. C. Bear, Hicksville; R. R. Bales, Circleville; C. O. Barnhouse, Agosta; T. W. Baum, Duvall; A. B. Beverstock and wife, Lexington; C. S. Belymer, Rockford; W. D. Bishop, Arlington; D. C. Brand, Worthington.

J. W. Channel, Melvin; S. B. Craig, Blanchester; R. G. Calvert, Selma; J. E. Churchill, Perrysburg.

W. A. Dull, Willshire; F. O. Diver, Middletown; Reed Dunlap, Alger; C. H. Dewey, Leesburg; H. Dierker, New Bremen.

C. R. Einsel, Bloomville.

W. B. & A. J. Gramlich, Kenton; H. S. Grimes, Portsmouth; E. A. Grubbs, Greenville; C. E. Groce, Circleville; J. F. Gehart, Versailles; J. M. Garrison, Blanchester; Wm. Grewe, New Bremen.

H. S. Heffner, Circleville; C. E. Hammy, Ansonia; A. J. Hosler, Findlay.

C. B. Jenkins, Marion.

W. T. S. Kile, Killeville; F. Kalmbach, Sherwood; R. F. Kerr, Cedarville.

F. J. Laubis, Hepburn.

W. L. McAninch, Climax; J. W. McCord and wife, Columbus; W. E. & C. V. McKee, Shreve.

J. E. Pfaffenbach, Oak Harbor; T. A. Paine, Springfield.

E. J. Reed, Hicksville; F. Robinson, Green Springs; E. J. Rife, Ashville; J. Rowe, Verona; E. F. Reichelderfer, Criderville; Jos. Ringem, Leipsic.

J. B. Seymour, Kenton; Eli Short, Elmira; E. W. Seeds and E. Stritmatter, Columbus; J. Stryker, Huron; J. D. Smoot, Fredericktown; P. C. Short, West Unity; C. W. Schug, Monroeville.

C. C. Wolfe, Lindsey; W. E. Wolfe, Vickery; W. A. Woodward, Urbana.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

PAYMENT OF FREIGHT ON F. O. B. SHIPMENT?

Grain Dealers Journal: Last fall the Journal published a decision in its column of Supreme Court Decisions in which it was held that a contract was not delivered free on board the cars when the freight was not fully paid before the tender was made. We sent this decision to our attorney but he has misplaced it. Can the Journal give us the number and page of the Northwestern Reporter in which the case appeared?—E. R. & D. C. Kolp, Ft. Worth, Tex.

Ans.: The decision was that of Chandler Lumber Co. v. Radke, in the Journal Dec. 10 and in 118 N. W. Rep. 185.

SUE INITIAL OR CONNECTING CARRIER?

Grain Dealers Journal: In regard to my claim against the Clover Leaf, referred to in this column May 25, will add the shipment was interstate, to Buffalo, and, according to the Journal's reply to my question the initial carrier is liable.—John C. Young, Frankfort, Ind.

Additional Ans.: Since first reply to inquiry a late decision of the U. S. Circuit Court, southern district of Georgia, has come to hand in the suit by the River-side Mills against the Atlantic Coast Line, in which the initial carrier is held liable for attorney's fees as well as for the damages, as provided in the Hepburn act. In another suit between the same parties the same court held the initial carrier liable for loss of goods under the interstate commerce act.

Mid-Summer Meeting of INDIANA GRAIN DEALERS

The mid-summer meeting of the Indiana Grain Dealers' Ass'n was called to order in the Board of Trade Assembly Hall, Indianapolis, Wednesday, June 23, at 10:50 a. m., by Vice-President J. M. Brafford.

W. B. Foresman read the following address:

President Foresman's Address.

Members of the Indiana Grain Dealers Ass'n and Friends: It certainly affords me great pleasure in having the honor, as President of the Indiana Grain Dealers Ass'n, to address you.

Altho this has not been a pleasant and prosperous year to many, still you emphasize your interest in association work by your presence at this meeting, and I trust this interest may grow more and more each year.

I regret that more of you were unable to attend the Illinois meeting and to have seen the interest shown by all members. Their attendance amounted to some 450 members, while the entire membership is only 531, and at present in their treasury they have over \$1700 for the betterment of the Ass'n.

While it was very pleasing to see that the Illinois Ass'n is having its share of prosperity, I am glad to state here this morning that the grain trade throughout Indiana, too, is in a very good condition, as most of the dealers have begun to realize that it is as necessary for them to be organized. While we are criticized somewhat by our farmer friends for belonging to these organizations, still the majority of the good level headed business ones are fast becoming convinced that those connected with such associations are benefited, the farmers are at the same time receiving aid.

The greatest trouble often is with ourselves, as so many of us pay little attention to ass'n work and depend largely or in most cases wholly on our fellow dealers keeping it up.

Many of the grain trade associations experience difficulty in raising enough money to pay legitimate running expenses so that its value to the trade must be doubled by many dealers. If even 50% of the grain trade would support the organizations now in existence at the established dues, the association would be in position to carry on twice as many campaigns in the interest of all members of the trade as they do at present, and every campaign could be conducted vigorously and with less regard to the cost of doing so.

I am not disposed to believe that this lack of support is due to the parsimoniousness of the average grain dealer, for as a rule he is quick to appreciate a good thing and is not afraid to invest his money when there is a fair prospect of good returns. It looks to me as tho the dealers remaining outside the pale of organized effort are either simply dilatory in affiliating with us, or fear that they will be criticized by their farmer friends and customers.

Every one of the grain trade associations is organized primarily for the promotion of the interests of ALL. There is not a selfish principle to be found in the constitution or by-laws of any of them. The supporters give up their money and help the entire trade, and every one engaged in the business shares the benefits of the work, so that no member who is not only should be glad to accept the first invitation to join with their brother dealers in promoting common interests, but they should be more than willing not only to join the association, but to induce others to do so.

Look back upon the conditions of the grain trade in 1346, thirteen years ago; see what it was at that time. No grade rules; no arbitration; no trade journals. Ah! I fear there are but a very few of us that appreciate the benefits of our association, and I am confident that if our farmer friends but knew the millions of dollars our labor in such organizations has made for them, they would say, "Amen." The small dealer as well as the larger one is receiving treatment from the railroads and terminal markets that is but fair and honest.

I fear that each of us depends too largely on the efforts of our fellow dealers in keeping up this work and take for granted we have done all that is possible to do. Not so, we have only touched some of the

high points. There is still more to be accomplished, and while the work we have done is certainly commendable in the highest terms, let each one do his duty and try to better the organization, for while we are now taxed to our utmost to care for the vast amount of grain that is being produced throughout the State, one of the best in the universe, still production is only in its infancy. What can we leave to posterity that will better enable them to handle the vast amount of grain that is being produced annually?

The most of us will have to admit that this organization has done more to improve conditions, but only a little as compared with what is necessary to be done to meet the situation confronting the generation unborn.

In the great struggle to meet the emergencies of the future this association has a part to perform and now, gentlemen, let us all do our utmost to make the Indiana Grain Dealers Ass'n one of the best organizations of its kind.

Pres. Foresman appointed as a Resolution Comite Geo. C. Wood, Chas. F. Seward and C. B. Riley.

C. S. Shotwell read a paper on Scales, which will be published in the next number.

Warren T. McCray, in addressing the meeting on Cooperaage of Cars, said:

Cooperaage of Cars.

There has probably never been a time when, from a financial point of view, the subject of the cooperaage of cars was more important to the grain trade at large than at present. The high prices for all kinds of grain for the past year or two have increased the losses from this source until they form no small part of the drawbacks to the business.

It is certainly most annoying and vexatious to weigh carefully your grain at home, load it into the car and ship it to a market, and have the returns come back short of your weight, bearing the notation on the weight certificate, "Grain Door Leaking." This necessitates the filing of a claim against the railroad company, which may or may not be paid, but if paid it is usually after a tedious and prolonged delay.

The fault of leaking cars can usually be traced to two causes: First, the policy of some railroad in allowing its equipment to become so run down that it is almost impossible to discover and repair all the cracks. Second, to the carelessness and oversight of the man who prepares the car for loading. Many times the blame for leaking cars is laid to the first cause, while in reality it is chargeable to the latter.

When cars are as plentiful as they have been the past year or so there is not much excuse for loading those unfit for grain. Of course this does not apply to the times when cars are scarce and the shipper is driven to the necessity of using anything that comes along in the shape of a box car.

This question has become so serious as to attract the attention of the traffic departments of all the grain-bearing railroads entering the City of Chicago. In order to try to devise some means to overcome so far as possible this annoying and wasteful practice a conference was held last February between the Weighing Department of the City of Chicago and the representatives of the various railroads, and they sought to adopt such measures as would improve the present conditions as to the matter of equipping and cooperaage the grain-bearing cars.

At that conference the following statement was made by a deputy of the City Weighing Department which clearly sets out the conditions of the equipment of cars which came under his observation:

"Deputy Kefer:—It would be extremely difficult for me to determine the responsibility for the majority of the leakages of grain occurring while the grain is in transit. It must be admitted, however, that the railroads are alone to blame for defective cars, whether such defects are due to accidents or to faulty construction. I am of the opinion that car designers are not aware of the large percentage of cars that leak grain. Before calling attention to the weak points in construction, as indicated by my examination of cars, I want

to refer to new equipment. Take, for example, the new 100,000 pound capacity cars, put out by the Pennsylvania Railroad a few years ago. These cars, although strongly built and of good appearance, and no doubt the pride of the designer, are, as grain carriers, complete failures. The weak place, from a grain point of view, is the ends. Grain in these cars invariably leaks between the last floor boards at each end, and the sheathings, and also through the bolt holes over the transoms. As a matter of fact, the ends of all cars as often constructed are frequent causes for leakage. This is even true of many steel-framed cars. Inasmuch as this condition is now, and always has been prevalent, it would seem that it is about time for the car designer and the car builder to take measures to guard against these losses, not only in the future car, but they should also adopt some scheme to prevent such leakage in the equipment now in use. Similarly should they act with reference to the sides of cars along the sills. Leakage here is a very serious matter to both the railroad and the shipper. And, too, the builders should use more care in fitting in the car floor. Brand new cars repeatedly leak on account of the equipment plank or the bolsters being too short. Preventative measures at the various points I have indicated, together with much stronger door and end posts, should eliminate, aside from grain-door losses, most of the equipment leakages."

For several years past the Weighing Department of the City of Chicago has been conducting a campaign of education in the endeavor to overcome the carelessness of many shippers, and if possible to eliminate the enormous waste of grain resulting from the improper cooperaage of cars. I am indebted to that Department, which is undoubtedly the best organized and most reliable of any market in the United States, for many facts which will show with remarkable clearness that much can be done by the loader to correct this waste.

During the first eight months of 1907, for example, a carefully kept record in its office it appears there arrived at the different unloading and transfer points in Chicago 5,550 cars leaking at grain doors alone. It also shows that during this same period there arrived 14,780 cars leaking from defective cooperaed boxes. Out of this number 4,643 were leaking from the end and 932 were found to be leaking at the king bolt. Leaks caused by defective door posts are frequent and usually serious. A most careful examination of these posts should therefore be made before loading with grain. The report also showed that costly leakages are often caused by loose sheathings. From the records it appears that during the time alluded to nearly five thousand cars arrived leaking at the side. The authorities of that Department say that the proportion of cars arriving in a leaking condition is increasing, which can probably be accounted for by the increased capacity of the box without a corresponding increase in the strength and security of every part.

The doorway of our large cars has been increased about one-third which means that a door should be used considerably more than one-third the area than the doorway of the past. Many railroads are beginning to realize the importance of using stronger and better lumber for their doors but some still continue to use light, flimsy material which certainly is considerably more expensive in the long run.

It seems that the average shipper does not begin to realize the importance of this detail in his business management. Notwithstanding a great deal has been said, there is really nothing that can be added that is not entirely familiar and readily conceded by every shipper in the land. At the same time the carelessness continues and irreparable loss is sustained.

At our own transfer elevator we unloaded between the dates of May 19th and June 3rd, of the present year, 135 cars of corn. We have a careful system of checking cars for leaks, and an inspection is made by a careful and competent man. Our records show that out of the above number 37 cars were in leaking condition on arrival. This, despite the fact that we have repeatedly urged our shippers to use the utmost care and vigilance in preparing their cars for grain. We all know there is much room for improvement along these lines, and as a remedy for the ills we suffer I would submit to you a chapter taken from The Shippers Manual Digest from Weighing Department Experiences of the Chicago Board of Trade. Mr. H. A. Foss, Chief Weighmaster of that Department, has made a thorough and painstaking endeavor to correct prevailing negligence among shippers and offers suggestions on how cars should be cooperaed.

The cooperaage of cars is generally considered so commonplace that it does not

usually receive the attention that it should from those upon whose shoulders the loss ultimately falls. These losses, while small and insignificant in each case, yet in the aggregate of a year's business would startle almost any shipper if confronted with a statement of their amount. It is usually the small details of any business that determine the profits in the end.

While I realize that this subject is one that has practically been worn threadbare, yet it certainly deserves more than a passing thought, and I have suggested anything that might cause any shipper present to be more careful in overcoming this fruitful source of annoyance and loss of profit I will be more than pleased.

President Foresman announced local meetings and the meeting adjourned to 2 p. m.

Afternoon Session.

President Foresman called the afternoon session to order at 2:10 p. m. by his new thin-as-skin watch and jollied the dealers until Mr. S. S. Reeves, chief rate clerk of the C., C. & St. L. Ry. arrived and delivered the following address on Freight Rates:

Determining the Freight Rate.

It is a pleasure indeed to be called upon to furnish the Indiana Grain Dealers and others interested with information as to the best method to secure rates from the Railroad Companies with which you may move your grain at the best rates obtainable.

The grain trade is considered by the railroads as one of their most voluminous commodities, which moves at all seasons of the year, and they do all in their power through their officials and subordinates to cover thoroughly the entire country with rates on grain and grain products, and with such rates as are satisfactory to the shippers, receivers and the tariffs carrying grain rates are often criticised, simply on account of the tariff not reading as plain as it is that it should read and because it may be a little difficult to interpret, this I assure you gentlemen was not the intention of the railroad making the tariff, but to the contrary, all tariffs are made as plain and as specific as possible so that they may be read and interpreted by the shippers and receivers.

As you are all aware, the movement of grain shipments creates the complication than any other commodity which we could name, and if a tariff could be arranged to satisfactorily meet the demands of the general movement of grain and also cover all emergency cases and complications, in the way of reconsignments, diversions, etc., and no one could in a flaw, or no criticism could be made upon it, that tariff would be as valuable as the grain crop—to the railroads and others interested.

The rules as prescribed by the Interstate and State Railroad Commissions, governing traffic, are strictly observed by the railroads when compiling grain and other tariffs, and these rules do not permit any ambiguous notes or rules to be placed in tariffs, but the rules of the Commissions do not prohibit a different construction or interpretation to be placed on the rates and rules carried in a tariff, other than what was originally intended.

The only correct interpretation to be obtained is from the line issuing the tariff, and the railroads are prepared to interpret the rules and rates contained in their own tariffs. When the true meaning is outlined there is little doubt, but the interested shippers or receivers will be perfectly satisfied. The railroads method for handling requests for rates cannot be improved upon, and I desire to make clear the correct course to pursue to secure rates and other information as speedily as possible. A shipper who does not possess a tariff, which would carry the rate to apply on his grain or if he has a tariff and is in doubt as to the rate, should make application to the Railroad Agent at his station, who has tariffs applying from his station and who has been instructed to furnish rates applying from his station and if doubt still exists the agent should be requested to refer the rate to the Traffic Official in charge of his territory for confirmation—these offices are located on the division of the line adjacent to the originative point and can be reached by wire within a very short time, and there will be no delay whatever as the G. F. A., A. G. F. A., D. F. A. and G. A. offices are equipped with rate men who are capable of handling the rates contained in tariffs.

The railroads have also provided at vari-

ous points on their lines a complete line of tariffs of their own issue, and all tariffs issued by other lines, in which they are interested, these points on the C. C. & St. L. Ry. are Cleveland, O., Cincinnati, O., Chicago, Ill., St. Louis, Mo., and Indianapolis, Ind. This also applies to other lines which enter these points and any information with reference to grain rates can be secured upon application to the official in charge of the office at these points—at Indianapolis, Indiana, Mr. Ford Woods, A. G. F. A.

This method is very simple and the desired result can be obtained in every case, and with much more satisfaction to all concerned, when the shipment is moved on the correct tariff rate and the shortest route via which the rate can be applied.

What is the lawful rate to be applied? When controversy arises, there is only one legal rate and that is the rate published in the tariffs of the railroad companies properly filed with railroad commissions, regardless of the fact that a rate may be erroneously quoted by a representative of a railroad, either verbally or in writing, the railroads stand by their published tariffs and why should not the public? At times the question is asked as to the legal rate to apply, which is published in tariffs, that apply in connection with more than one line. Actual experience has shown that any effort to publish specific rates on any commodity to and from all points is almost impossible, and a long and short haul clause inserted in the tariffs was not satisfactory to either the public, the railroad or the railroad commissions. To meet this condition a rule or clause was made and inserted in the commodity tariff called the intermediate clause which reads, "Where no specific rate is published from a given point to and from the rate to apply will be the rate published to the next point beyond."

To arrive at this rate the route the shipment travels must be considered and the Junction thru which the shipment moves from one road to the other, this may be a little difficult for a shipper to determine, but this information can easily be obtained from the official in charge of the territory in which the shipment originates.

It is a rare case indeed when there is a disagreement between representatives of one Company as to the correct rate to apply as published in their own tariffs, there may be cases where the rate published by another line could not be protected by all the carriers to an intermediate point, but these are rare. The Interstate Commerce Commission ruling that the shipper as well as the carrier is bound to know the legal rate, is a well-balanced rule, as all the necessary facilities for furnishing rates to the public have been provided and the tariffs and interpretation of same can be had for the asking. It appears to me an unreasonable demand to penalize the railroads or its representatives when a tariff is improperly construed either by the public or a representative of a railroad company.

A. F. Files read an excellent paper on Bookkeeping for Country Elevators, which will be published in the next number of the Journal.

The opening of the Question Box disclosed the following queries:

Why Does it Take No. 1 Hay to Grade No. 2 in Cincinnati.

Why is not Government Inspection the Best for Shipper and Receiver Alike?

These questions brot out no discussion, but E. C. Baer asked if any dealers had any experience with recording scale beams on wagon scales.

No one responded.

Geo. C. Wood, chairman of the Comite on Resolutions, presented the following resolutions which were adopted without discussion or dissension:

Ask Adoption of Uniform Rules.

Whereas: The Indiana Grain Dealers Ass'n is affiliated with the Grain Dealers National Ass'n, and

WHEREAS: The Grain Dealers National Ass'n has adopted a code of uniform inspection rules, and

WHEREAS: The Indiana Grain Dealers Ass'n in convention assembled has approved these uniform inspection rules, and

WHEREAS: certain Boards of Trade and Exchanges throughout the country have not as yet adopted these Uniform Inspection Rules, be it

RESOLVED: that the Indiana Grain Dealers Ass'n in convention assembled request such Boards of Trade and Exchanges

throughout the country as have not as yet adopted these rules, to adopt them at their earliest convenience, and be it further

RESOLVED: that the Secretary of this Ass'n file with the Secretary of the Grain Dealers National Ass'n, also the Secretaries of the various Boards of Trade and Exchanges, a copy of this resolution.

Denounce Dockage From Shortage Claims.

WHEREAS, the Pan Handle Railroad and some other grain carriers of the Central Freight Ass'n territory are now insisting upon shippers allowing a deduction of 1/2 of 1% from their shortage claims before settlement, which in our estimation cannot be justified or defended, therefore be it

RESOLVED: that the Indiana Grain Dealers Ass'n in convention assembled at Indianapolis, this 23rd day of June, 1909, hereby most vigorously protest against rail carriers insisting upon deduction from the shortage claims, account of "Natural Shrinkage" Variation in Scales" or any other flimsy or unreasonable excuse which they may devise.

Minimum Movement of Loaded Cars.

RESOLVED: that it is the sense of this Association that the Grain Dealers National Ass'n take up again with the Interstate Commerce Commission the question of the minimum movement of loaded cars per day and further, it is the sense of this Association that this agitation should not cease until there is an effective ruling by the Interstate Commerce Commission, or a Law written in our Statutes requiring Railroad Companies doing an interstate business to move all loaded cars at least 100 miles every 24 hours.

Premium for the "or better" Grades.

WHEREAS, shippers of grain when selling in terminal markets are universally subjected to a discount when the grain fails to grade correct, therefore be it

RESOLVED: that we demand as a matter of justice that a premium proportioned on the same basis as the discounts be paid on all grain grading better than contract.

Death of M. C. Burt.

RESOLVED: It is with profound sorrow the Indiana Grain Dealers Ass'n learns of the death of Mr. M. C. Burt, who has long been a faithful, consistent member and an efficient painstaking officer. In the death of Mr. Burt the organization loses a conscientious adviser and the community in which he lived a merchant of high character and standing, one esteemed alike by his competitors and patrons. We recommend the emulation of his high ideals to Brother members, be it

RESOLVED: that a copy of these resolutions be forwarded to his family.

Protest Against Uniform B/L.

WHEREAS: the Railroads of the country are forcing upon grain shippers the so-called Uniform Bill of Lading which contains many unreasonable provisions that are decidedly burdensome to the Grain Trade therefore be it

RESOLVED: that the Indiana Grain Dealers Ass'n in convention assembled at Indianapolis, the 23rd day of June 1909, hereby protest against the continued use of the present form and petition the Interstate Commerce Commission to recommend a form which will protect the interests of the grain shippers of the land.

RESOLVED: that we congratulate the Indiana Grain Dealers Ass'n on having an increased membership and the splendid attendance and interest here to-day.

Respectfully submitted,

Geo. C. WOOD,
C. F. SEAWARD,
C. B. RILEY,

Committee.

W. W. Alder: I believe no one should engage in the grain business unless he has a good system of bookkeeping so he can tell at any time how he stands and so clear that any intelligent man can understand them.

Adjourned sine die.

The Banquet.

Promptly at 8 p. m., 150 dealers and their wives assembled in the Board of Trade Dining Room and quickly disposed of a seven-course dinner. After which Toastmaster Foresman introduced Mayor Bookwalter, who welcomed the Hoosiers to the Hoosier Capital and requested all to select their future homes before leaving the city.

Governor Marshall told of a family who made a verbal contract to sell 500 bushels of wheat at \$1.10. After the

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

SHIPPER'S CERTIFICATE OF WEIGHT LOADED.

Grain Dealers Journal: I note some are recommending a certificate of weight to accompany shipments of grain. I adopted this practice as soon as I started my elevator and I believe it is appreciated by weighers at destination. I believe most weighers desire to be honest, and by having shipper's weight it helps them to discover any defects in their scales. I think it makes all interested more careful.

Quite a few of my customers accept my weights and nearly all my cars turn out within a bushel or two of billing. A copy of the certificate is reproduced herewith.

I have a 100-bu. Hopper Scale and a Richardson Automatic Scale. Generally I use the hopper scale, but when I am mixing or drawing from one or more bins I use the automatic.

I paste the certificate on cardboard and tack it in the car, showing the kind of grain, etc., and give them the correct weights as I settled with the farmers. I also send a copy of the certificate to my commission house; and the weigher and the consignee has the weights at which I have settled at this end.—W. J. Massey, Price, Md.

The new Swedish customs tariff proposals include a provision that exporters of wheat shall have the right to import duty free a corresponding quantity of grain, thus copying Germany's system of import certificates.

Whisky is the spirit made from grain, under the opinion by Solicitor General Bowers to President Taft. Under this opinion rectifiers can label their product whisky, contrary to the rulings by Chief Chemist Wiley and former Attorney-General Bonaparte.

CERTIFICATE OF WEIGHT

W. J. MASSEY'S ELEVATOR
PRICE, MARYLAND

This is to Certify, That the contents of _____

Car No. _____ have been carefully weighed by Richardson Automatic Scale and contains _____ pounds of _____

Weigher.

grain was harvested the farmer was offered \$1.25 by another dealer. This fact he communicated to the brother of the dealer to whom he had agreed to deliver the grain at \$1.10. The brother said he would give \$1.25 for 500 bus.

When the wheat was delivered and the weight tickets presented to the cashier, the two purchases by the brothers were brot to the farmer's attention. He demanded settlement for his wheat at \$1.25.

The second brother was called in and agreed that Mr. Farmer should be paid \$1.10 for the first 500 bus. and when he delivered the second 500 he should be paid \$1.25.

That is one verbal contract which was enforced in Indiana.

The Governor requested that all the dealers bring their wives to the next banquet.

The new Board of Directors re-elected Secretary Strong for another year and to show their appreciation of his efforts increased his salary to \$2,400.

Convention Notes.

New York sent A. N. Mosser.

One from St. Louis—H. H. Savage.

Wm. Nading distributed pocket memorandum books.

Michigan was represented by T. W. Swift of Battle Creek.

Baltimore was represented by H. E. Elgert of J. A. Manger & Co.

Cincinnati sent A. C. Gale of The Gale Bros. Co., and W. H. Barnes.

From Ohio were E. C. Bear of Hicksville and H. W. Kress of Piqua.

It was hot but the dealers were willing to swelter for the sake of the corn.

A number of ex-dealers were looking for golden opportunities to break into the business again.

The Kennedy Car Liner was boosted by F. W. Kennedy, P. G. Hunker, Jr., and E. Wilkes.

A. S. Garman, of the Huntley Mfg. Co., distributed gold stick pins representing a model Monitor Cleaner.

The attendance was good, the sessions short, because in the absence of the debaters discussion was omitted.

Pittsburg's delegation included F. L. Davis of Herb Bros. & Martin, Jos. A. McCaffrey and J. A. A. Geidel.

From Illinois were Tom Abrams, Tuscola; H. C. Clark, Argenta; J. C. Collins, Garrett; D. L. Moberly, Windsor.

Paperweights were given out with the compliments of the Grain Dealers Natl. Fire Ins. Co., represented by A. E. Sinex, I. C. King and Secy. C. A. McCotter.

From Chicago were Mr. and Mrs. A. R. Sawers, daughter Miss Helen and Master Arthur; A. E. Hartley, rep. Sam Finney; W. M. Hirsch, rep. J. C. Shaffer & Co.; C. W. Hohenadel, rep. Rosenbaum Brothers; W. W. Mudge, rep. Young & Co., and J. C. McGinnitie, rep. E. W. Wagner.

Supply men in attendance were B. D. Heck of Philip Smith Mfg. Co.; C. E. Downey rep. Richardson-Scale Co., F. H. Morley rep. Avery Scale Co., J. H. Pank and C. L. Hogle rep. Invincible Grain Cleaner Co., A. S. Garman rep. Huntley Mfg. Co., L. J. McMillan of Reliance Construction Co., and J. F. Bassett with Durable Wire Rope Co.

Indiana shippers in attendance were R. Alexander, Buck Creek; W. W. Alder, La Fayette; J. J. Anderson, Carthage; S. D. Bailey, Wanatah; B. L. Barrett, Greenfield; J. R. Barr, Earl Park; C. M.

Barlow, Kokomo; J. C. Batchelor, Sharpsville; W. M. Bosley, Milroy; H. L. Brown, Auburn;

W. W. Canine, Clinton; S. P. Cunningham, Kentland; M. L. Conley, Frankfort; B. F. and T. C. Crabbs, Crawfordsville; W. Doolin, Delphi;

C. G. Egly, Berne; E. E. Elliott, Muncie; P. Engle, Albany;

E. A. Feight, Frankton; W. A. Feight, Parker City; W. B. Foresman, Lafayette;

F. B. Fox, Tipton;

S. W. Gauntt, Earl Park; R. F. Gavin, Poneto; A. Gardner, Cottage Grove; P. E. Goodrich, Winchester;

A. P. Hansen, Brookston; E. L. Harris, Green Castle; J. S. Hazelrigg, Cambridge City; J. K. Henkle, Rushville; E. Hutchinson & Son, Lowell, Arlington; F. G. Heinmiller, Lafayette;

R. C. Jenks, Glenwood; T. Kirkpatrick, Raub; C. Loughry and W. N. Loughry, Monticello;

Warren T. McCray, Kentland; E. Martin, Wolcott; S. A. Miller, Mulberry; E. A. Morris, New Castle; J. A. Mouch, Mooreland; E. W. Moore, Hamlet; Tom Morrisson, Kokomo; H. Murray, Goodland;

E. W. Phares, Tipton; I. M. Phillips, Walton;

W. P. Randall, Ingalls; J. P. Rauschart, Cassville; J. A. Rice, Frankfort; W. S. Richey, Hobbs; C. B. Riley, Rushville; W. H. Robinson, Clinton;

C. F. and H. B. Seward, Galveston; Matt Schnaible, Lafayette; J. P. Shoemaker, Daleville; C. Sharp, McGrawsville; E. K. Sowash, Middletown; T. O. Stanley, Lyons Station; F. Strange, Frankfort; D. E. Studebaker, Bluffton;

E. Taylor, Lafayette; E. Taylor, Montmorenci; A. Thomas, Kennard; O. J. Thompson, Kokomo; L. B. Thomas, Willow; L. Urnston, Tipton;

A. E. and J. W. Waltz, New Palestine; E. M. Wasmuth, Roanoke; A. P. Watkins, Lincoln; R. M. Wallace, Frankfort; F. C. Williams, Crawfordsville; Geo. C. Wood, Windfall; J. T. Wellington, Anderson; J. W. Witt, Lebanon;

J. C. Young, Frankfort.

Grain Dealers Meetings.

July 13th. Western Grain Dealers Ass'n will probably hold its Annual Meeting at Des Moines, Ia. Outings for members will also be held at Clear Lake and Lake Okoboji the latter part of June and 1st of July. The Association officials have in contemplation other meetings more of a local character at Omaha, Des Moines and Cedar Rapids.

July 27-29. National Hay Ass'n will hold its annual meeting at Cedar Point, O.

Oct. 6-8. Grain Dealers' National Ass'n will hold its annual meeting at Indianapolis, Ind., headquarters Claypool Hotel.

The time of free admission of wheat into Mexico has been extended to September 15.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., June 18.—The acreage under crop in Manitoba, Saskatchewan and Alberta on June 1 was: wheat, 7,137,500; 2.3% increase; oats, 2,627,600; 16.8% increase; barley, 1,009,000; 4.5% increase; flax, 336,830; 3.9% increase. Reports would indicate that seeding commenced from eight to ten days later than last year, but with the very excellent weather since that date, the condition is almost equal to last year.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

Winnipeg, Man., June 12.—The first annual crop report of the Manitoba government states that the prospects are better than for years, despite the late spring, as the weather has been perfect for rapid growth. The following are the following crop acreages in the province this spring: Wheat, 2,642,111; oats, 1,373,683; barley, 601,009; flax, 20,635; rye, 3,007; peas, 1,454; fodder corn, 4,716; bromo, 16,699; rye grass, 10,600; timothy, 65,186; potatoes, 28,255; roots, 9,876. The total area under grain is 4,646,614, and the total under all crops is 4,777,210.

ILLINOIS.

Gridley, Ill., June 16.—Corn and oats never looked better. Corn a little weedy. —J. Gilmore.

Danvers, Ill.—Condition of corn and oats, 90%; acreage of corn, 110, and of oats 100%. —A. Drohan.

Casey, Ill., June 23.—Splendid prospect for oats; but poor show for corn, too wet. —Buxton & Appleby.

Pittsfield, Ill., June 15.—Wheat acreage is 65%, cond. 90%; corn acreage 110, condition 80%. —M. D. King.

Clare, Ill., June 16.—Acreage of corn 110%, of oats, 100%; condition of both 115%. —G. L. Bowman.

Wapella, Ill., June 15.—Crops in good condition. Corn a little bit weedy. Fair prospects. —Thorpe-Scott Co.

Mazon, Ill., June 16.—Corn acreage, 105%; condition, 95%. Oats acreage, 95%; condition, 105%. —T. E. Kelly.

Roanoke, Ill., June 16.—Corn acreage 110%, condition 125%. Oats acreage 83%, condition 115%. —J. P. Garber.

Broadmoor (Bradford P. O.), Ill., June 15.—Corn acreage is 100%, condition 110%. Oats acreage 90%, condition 100%. —E. G. Rees.

Charneyville, Ill., June 15.—Crops are fair. Corn is a little weedy. Prospect is best we have had for years. —D. M. Pemberton.

Dwight, Ill., June 15.—Corn is very weedy. Prospect for corn is good and for oats fair compared with last year. —M. L. Merritt.

New Holland, Ill., June 16.—Corn fine, acreage increased; oats look good; wheat extra good, thin but well stood. —J. B. Hamson.

Metamora, Ill., June 16.—Acreage and condition of oats same as last year; acreage of corn the same, condition 90%. —J. R. Wagner.

Heyworth, Ill., June 16.—Corn in good condition, looks weedy, farmers cultivating it fast. Prospects good for big crops. —E. C. Hollis.

Washington, Ill., June 16.—Corn a little weedy, everything looking good and with clear warm weather we will have big crops. —M. C. Hughes.

Gardner, Ill., June 15.—Crops are looking good. Corn acreage is 100%, condition 85%. Oats acreage 100%, condition 85%. —Hargraves & Drew.

Pekin, Ill., June 16.—Wheat acreage 25%, condition 13%. Corn acreage 75%, condition 120%. Oats acreage 100%; condition 110%. —J. Hergett.

Fairmount, Ill., June 16.—Crop prospects are excellent. Corn acreage 110%, condition 100%. Oats acreage 105%, condition 125%. —O. C. Benson.

Buckingham, Ill., June 15.—Oats looking good; corn is getting very weedy. A few days like this though and prospect will be very good. —W. S. Potter.

Irene, Ill., June 16.—Acreage of corn and oats same as last year; condition 95 for corn and 100% for oats. —G. W. Banks.

Deer Creek, Ill., June 16.—Corn acreage same as last year; condition 100%, the best. Wheat about 50% of a crop. —J. A. Ellis.

Athens, Ill., June 15.—Crops are pretty good. Prospect for oats is fair. Corn planting is all done and old corn nearly all out. —Farmers Eltr. Co.

Brimfield, Ill., June 16.—Crops are looking fine. Prospects good. Corn acreage 100%, condition 110%. Oats acreage 110%, condition 90%. —R. B. Catton.

Streator, Ill., June 16.—Crops are looking fair, prospects good. Corn acreage is 105%, condition 110%. Oats acreage 90%, condition 90%. —T. M. Hoarter.

Argenta, Ill., June 15.—Crops are looking fine. Prospect excellent. Wheat will be all cleaned out this week if weather is good. —H. C. Clark Grain & Eltr. Co.

Langley (Sheffield P. O.), Ill., June 16.—Crops are looking good. Corn acreage is 100%, cond. 110%. Oats acreage is 100%, condition 110%. —M. S. Cummings.

Herscher, Ill., June 15.—Oats look fine. Corn is looking good, except that it is a little weedy, what we want now is dry weather and sunshine. —Inkster Bros.

Mt. Pulaski, Ill., June 16.—Wheat acreage is 100%, condition 100%. Corn acreage 100%, condition 95%. Oats acreage 100%, condition 100%. —F. W. Obermiller.

El Paso, Ill., June 16.—Corn is looking good, except that it is a little dirty. Corn acreage is 100%, condition 105%. Oats acreage 100%, cond. 100%. —M. L. Miller.

Wilmington, Ill., June 24.—Prospect good for wheat; acreage 10% less than last year. Oats are fine; acreage same as last year. Corn good stand, acreage 105%. —Bruns & Stahl.

Meredosia, Ill., June 16.—No oats to amount to anything in this section. Acreage of corn 110%, condition 100%. Acreage of wheat 70%, condition 90%. —H. L. Deppe.

Metcalfe, Ill., June 16.—Crops are excellent, never looked better. Wheat acreage 110%, cond. 90%. Corn acreage 110%, cond. 110%. Oats acreage 115%, cond. 90%. —G. W. Greene.

Delavan, Ill., June 16.—Crops are fair. Acreage of wheat 80%, condition 90%. Acreage of corn 100%, condition 90%. Acreage of oats 100%, condition 100%. —W. J. Culbertson.

Ottawa, Ill., June 16.—Crops are looking fine, never looked better. Corn acreage is 100%, condition 130%. Oats acreage is 100%, condition 150%. —G. C. Dunaway.

Covell, Ill., June 16.—Crops are excellent. Acreage of wheat 250%, cond. 100%. Acreage of corn is 100%, cond. 100%. Acreage of oats 100%, condition 100%. —C. U. Bower.

Fairbank, Ill., June 16.—Crops are excellent. Acreage of corn 102%, condition 110%; amount on hand 10%; farmers holding 5%. Acreage of oats 95%; condition 110%. —J. P. Shearer.

Crossville, Ill., June 21.—Threshing will begin 10 to 15 days later than usual this season. We believe the quality will be good but yield light, only 50 to 60% of an average wheat crop.

Industry, Ill., June 15.—Crops are good. Wheat acreage 100%, condition 80%. Corn acreage 125%, condition 80%. Oats acreage 75%, condition 80%. Barley has taken place of some oats. —A. S. Ellis.

Blue Mound, Ill., June 16.—Crops are looking better than ever before. Wheat acreage 75%, cond. 80%. Corn acreage 110%, condition 110%. Oats acreage 80%, condition 120%. —E. W. Crow & Co.

Victoria, Ill., June 16.—Corn is fine, except that it is a little weedy. Wheat acreage is 110%, condition 100%. Corn acreage 100%, condition 110%. Oats acreage 100%, condition 110%. —Frank Sellers.

No. Ritchie, Ill., June 16.—Crops are looking fine, want dry weather and sunshine. Wheat acreage 105%, cond. 100%. Corn acreage 110%, condition 100%. Oats acreage 90%, condition 100%. —Walter Stahl.

Allentown, Ill., June 16.—Corn is looking good with the exception that it is a little weedy. Acreage of wheat is 90%, condition 95%. Corn acreage 100%, condition 100%. Oats acreage 110%, condition 115%. —W. S. Russell.

Washington, Ill., June 16.—Acreage of wheat same as last year, condition 10% lower. Acreage of corn is the same as last year, condition 10% less and very weedy. Oats acreage is the same, condition 5% lower. —Jenkins & Hughes.

Walker, Ill., June 15.—Crops are excellent. Corn acreage 110%, cond. 100%. Oats acreage 100%, cond. 110%. —Geo. L. Hight.

Clarksburg, Ill., June 16.—Crops are getting along nicely. Acreage of wheat 100%, condition 90%. On hand 75%. Acreage of corn 80%, condition 75%. On hand 90%. Acreage of oats 85%, condition 110%. —J. K. Hoagland.

Whitaker, Ill., June 16.—Corn is looking good in Kankakee County, the heavy rains the first part of the month drowned out much of it on the low lands; but the general average is good. Oats are fine. Hay is turning red for some unknown reason. About 5% of old corn is in farmers' hands and no old oats. —E. L. Jarvis, mgr. Taylor Bros.

INDIANA.

Linton, Ind., June 18.—Grain looks fine in this territory. —Wall Bros.

Topeka, Ind., June 23.—Wheat is promising a full crop. Plenty of fields will make 30 bu. per acre of corn. Corn and oats look fine. —Wilson Bros.

IOWA.

Early, Ia., June 16.—Small grain is growing nicely. Corn is somewhat weedy on account of the wet weather. —J. McQuirk, mgr. Schoeneman Bros. Co.

Avoca, Ia., June 15.—About 5% of corn is not yet sold; about 10% on contract not due. Wheat all sold. No oats raised. —R. D. Richards, Des Moines, Ia.

Cushing, Ia., June 18.—Another big rain on the 16th will keep farmers out of their fields for a few days. Corn is a little backward this spring. Small grain is looking good. —B. H. Lyman, mgr. Schoeneman Bros. Co.

Des Moines, Ia., June 7.—Farmers have marketed 95% of the oats and 79% of the corn crop, against 91% of the oats and 74% of the corn a month ago and 95% of the oats and 89% of the corn a year ago. On June 1 93% of the corn planting was completed. Growing condition of corn is 103% and of oats 95%. The corn crop is now becoming weedy and continued wet weather is delaying cultivation. —Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

KANSAS.

Zenda, Kan., June 16.—Wheat and oats look good. Corn is fine. —E. E. Baird.

Seward, Kan., June 16.—Wheat will make 20 bu. and better. —A. E. Miller.

Winfield, Kan., June 16.—Wheat is coming out well. Corn looks fine. —John Rawlins.

Sylvia, Kan., June 16.—Corn and oats good. Wheat in excellent condition. —C. Carey.

Burden, Kan., June 16.—Oats and corn looking fine. We don't raise wheat. —F. A. James.

Sawyer, Kan., June 16.—Wheat is about an average. Corn was never better. —F. Gillett.

Bentley, Kan., June 16.—Wheat good, corn fair. It is weedy and wet. —J. A. Armour.



The Neche (N. D.) Chronotype says—While Farmer Orville Wilbur Inwright of this county was crossing his wheat field, his coat tail became entangled in the growing grain and he made an unexpected ascent. Mrs. Inwright succeeded in bringing her spouse to terra firma with a ladder. —Minneapolis Journal.

Gerlane (Klowa P. O.), Kan., June 16.—Wheat, corn and oats looking just fair.—M. J. Lane.

Ewell, Kan., June 16.—Wheat will make about 12 bu. Corn and oats in good shape.—W. A. Adams.

Preston, Kan., June 16.—Wheat looks fine, with excellent prospects for a corn crop.—A. Steckle.

Lyons, Kan., June 16.—Wheat is about an average. Hail cut down the prospect 10%.—R. J. Johnston.

Mound Ridge, Kan., June 16.—Our wheat was hailed out. Oats are fair, corn needs working.—J. C. Goering.

Frederick, Kan., June 16.—Wheat is not quite an average. It is too early to tell about corn.—W. J. Straley.

Lebo, Kan., June 16.—Wheat short. Raise more oats than ever but will have none to ship.—J. M. Black.

Norwich, Kan., June 16.—Wheat is well filled but thin on the ground. Make about 10 to 12 bu.—John Pankratz.

Ford, Kan., June 15.—Harvest will be here in about two weeks, with a good average crop.—E. C. Beauchamp.

Hollywood, Kan., June 16.—Crops will be fully an average in our section. Wheat will make about 14 bu.—W. W. Smith.

Haverhill, Kan., June 16.—No wheat or oats in our section. Corn looks good. Will raise a lot of kafir corn.—M. N. Brown.

Ford, Kan., June 23.—Harvest will begin next week. County will have the biggest harvest in several years.—E. C. Beauchamp.

Macksville, Kan., June 16.—Wheat is fair. Will make from 50 to 60% of a normal crop. Will start to cutting this week.—W. L. Carter.

Otis, Kan., June 16.—Wheat will make 60% of an average crop. Too early to tell about corn as farmers have just finished planting.—L. M. Krause.

Willis, Kan., June 14.—Wheat looks good in our section. It has been too dry and cold for corn. Corn is clean and has plenty of time to make a fine crop.—C. A. Harpster.

Kansas City, Mo., June 11.—We estimate the Kansas winter wheat crop compared with crop of 1908 as 74,000,000 bus. on 6,092,000 acres, against 76,408,500 bus. on 6,831,800 acres in 1908.—Missouri Grain Co.

Viola, Kan., June 16.—Corn and oats in excellent condition. One farmer in our neighborhood believes he will get 75 bus. per acre. Believe wheat will average about 16 bus. per acre.—G. W. Countryman.

Washington, Kan.—The wheat crop promises about 10 to 15% better yield than a year ago. Harvest will be about 10 days later. Corn has made a good stand, but the weather is a little too wet.—F. H. Hoernum.

Topeka, Kan., June 21.—On the State's probable 6,000,000 acres of winter wheat likely to be harvested, the condition averages 72.3%, a decline of nearly 18 points since the Board's report of two months ago, in April. One year ago the general average for the State was 72.93; and in 1905, 77.1. Following the April report unfavorable conditions for some time, mostly due to lack of moisture, caused quite general deterioration, but with the later abundant rains throughout nearly all portions of the State the outlook was materially changed for the better. Many fields previously thought worthless responded wonderfully to the improved conditions and considerable areas will be yielding before time did not promise to justify harvesting. In many neighborhoods the straw has not attained a normal growth, compelling a somewhat more extended use of the header in harvesting, but this will be rather to the advantage of the grower in handling and threshing the crop. Harvesting has begun in some portions of the more southern counties, and with favoring weather it may be expected to progress rapidly. The 1909 assessors' returns from 39 counties, which include several of the main wheat-growing areas, show an area sown aggregating 280,877 acres less than the year before, which is even smaller than the correspondents estimated earlier in the season. This would suggest that the State's actual wheat acreage is possibly smaller than previously indicated. Judging from the 1909 official returns of the 39 counties, it would appear that Kansas corn acreage is appreciably increased, suggesting the largest area since 1899. The total plantings in these, among which are a dozen of the foremost corn counties, amount to 222,198 acres, or 11.44%, more than last year. The general average of the State for its growing corn is 88—the highest of any year

since 1902 at similar times. Except perhaps the single exception of Sherman, where the soil is entirely too wet, corn is quite uniformly prosperous. In fact, about the only condition that at all represses the enthusiasm of the corn-grower is too much moisture in many localities, notably in those of the central counties adjoining, and lying within a radius of 65 miles of Ellsworth. Similar conditions have prevailed in 20 or 25 others, mostly in the eastern third of the State, while the remaining counties, which are largely in the majority, report weather and soil excellent for the growth and cultivation of corn. Reports indicate that more oats was sown this year than in 1908, and the average condition on the whole is 85. Those having the larger areas in oats are eastern counties, where the better prospects are. The outlook in the western counties is decidedly not promising, but oats is never a prominent crop in that region, the areas devoted to it are comparatively small.—F. D. Coburn, sec'y Kansas Dept. of Agri.

LOUISIANA.

New Orleans, La., June 16.—The boll weevil has driven the cotton planters to planting corn and this year there are 5 acres of corn to 1 of cotton. It is a good thing for the South as it is bringing in Northern farmers who are teaching us how to grow corn. Some of the planters are quite ignorant about the product and send corn to me desiring to know whether it will do for export when it contains only 12 to 13% moisture. Another thing which is helping the corn production is the action of the bankers who are refusing to loan money on cotton, but are willing to advance money on corn. Corn is now in tassel.—W. L. Richeson, chief grain inspector.

MARYLAND.

Price, Md., June 14.—Our wheat is scabbing badly; think about 2/3 crop.—W. J. Massey.

MICHIGAN.

Grand Rapids, Mich., June 22.—This is going to be a great year for the Michigan bean. Both in quality and in quantity Michigan holds the bean banner and from all the information I can get the crop this year is going to be larger and better than usual. It is explained partly by the fact that there is good money in beans that farmers like to raise them, and partly by the fact that the backward spring made it impossible to put in oats in some parts of the state and farmers put in a crop of beans instead.—S. M. Piper.—B.

MINNESOTA.

Brandon, Minn., June 18.—Crops in this vicinity are coming along just fine, we have had the best kind of growing weather for the last three weeks. Crops are now ahead of last year at this time, if nothing happens to it from now we will have a bumper.—G. A. B.

Le Sueur, Minn., June 22.—Crops in this vicinity have not looked better for the last 7 years. Rye is in blossom and can be cut by July 4. Barley is heading out now. Oats and wheat will start to head in about 10 days. Corn is about 13 in. high, and the farmers have it clean. We anticipate a good crop.—Wierwill Bros.

NEBRASKA.

Richland, Neb., June 22.—Recent rains have put the ground in fine condition and prospects are favorable for a good crop.—O. B. Nance, agt. T. B. Hord Grain Co.

Hallam, Neb., June 18.—Wheat, corn and oats, in fact all crops, are in fine condition; crop prospects were never better in this section than at present.—Wm. Burk & Co.

Milligan, Neb., June 21.—Wheat promises to produce a bumper crop here and, with favorable weather for harvest, will be of excellent quality. The corn crop is looking fine. About 75% of old corn crop is still in farmers' hands. They are very reluctant to let it move at present prices.—W. D. Russell, agt. Lincoln Grn. Co.

Murdock, Neb., June 15.—Crop prospects fine so far; never had a better stand of corn and ground was never in better condition in this vicinity than this spring. Some bad reports on wheat on account of smut. About 60% of old corn crop held by farmers in hope of getting 70c in this market.—J. T. Ridgeway, agt. Lincoln Grain Co.

NORTH DAKOTA.

Grano, N. D., June 19.—Prospects for a bumper crop here have never been any better, even grass is taller than it has been for years. A big rain this a. m. helped wonderfully.—M. W. Nelson.

OHIO.

Savona, O., June 24.—About 1/4 crop of wheat. Corn and oats looking fine. Some oats are growing too rank.—De Bolt & Niswonger.

Anna, O., June 10.—Crops here are good, tho it has been a little wet for corn. Prospect fair for a big oats crop. Wheat is good but the acreage is reduced.—Louis Finkenbein.

Agosta, O., June 18.—Small acreage of wheat, condition average. Full acreage of oats in average condition. Full corn acreage; good stand, but weedy and somewhat backward.—C. O. Barnhouse.

OKLAHOMA.

Cleo, Okla., June 19.—Harvest now on; wheat and oats are good, but a small acreage was planted. Corn is doing fine and we have a larger acreage than last year. Plenty of rain.—V. M. Pingry, buyer Choc-taw Mill & Elev. Co.

Hobart, Okla., June 21.—Oats harvest in full blast this week. Wheat threshing out from 8 to 20 bus. of good quality. Oat yield light but good quality. Farmers bullish on prices. Prospect good for cotton and corn. Early corn tasseling, with a few silks in sight.—F. C. Shepherd.

Hydro, Okla., June 23.—Have had decrease of 50% in wheat acreage, which has been sowed with corn; corn looking fine and expect big crop. Cotton and oats acreage greatly reduced. New wheat bot here to-day tests 63 lbs. cost \$1.05; yield 20 bus. to acre.—W. M. Sloan.

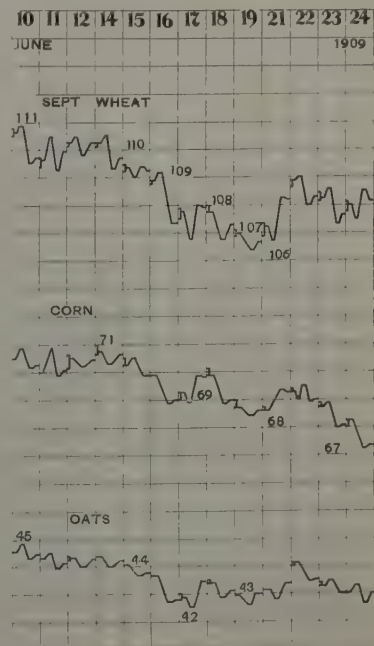
PENNSYLVANIA.

Philadelphia, Pa., June 21.—The best and latest news from the nearby farming counties is that the average wheat, corn, oats, rye, buckwheat and potato yield will be fully up to, if not surpassing the ten year average.—S.

Many of the large line steamers are said to be leaving Montreal with water ballast, having refused grain shipments because the rates offered are alleged to be too low.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks prior to June 25 are given on the chart herewith.



Illinois Grain Dealers Annual Meeting at Peoria

The sixteenth annual meeting of the Illinois Grain Dealers Ass'n was called to order in the Assembly Hall of National Hotel, Peoria, Tuesday afternoon, June 15, at 2:10 by Pres. E. M. Wayne.

After the Invocation by the Rev. B. G. Carpenter and an address of welcome by Mayor E. N. Woodruff, W. T. Cornelison, President of the Peoria Board of Trade, seconded the welcome of His Honor and praised the grain dealers' organizations for the excellent work done in behalf of the trade.

President Wayne read the following address:

President's Address.

This Association has become a member of the National Traffic League, whose express purpose is to regulate tariffs and put in force just and reasonable reciprocal demurrage rules. My idea is that we should do all we can to assist this movement as the result of its work will be a benefit to us all, and I hope the new officers will maintain friendly relations with the League.

A Premium for the "better" grade: In my judgment one of the most important things to be accomplished in the future, is to discontinue selling corn and oats as "3 or better" instead of the specific grade, for the loss to the Country Shipper at the present time due to this method of doing business amounts to from five to ten million dollars annually. Why cannot these bids be made on the basis of No. 3? And if we have any No. 2 corn and oats get the premium for it.

I believe that the time has arrived for a conference of all the State Associations to unitedly demand that action be taken by all Boards of Trade to correct this unjust method of buying grain.

The experiment farms suggested last year have had some consideration in this State, and I hope that the future will bring better results. The new State of Oklahoma passed a law last winter locating an experiment farm in each county of the state, and surely the great State of Illinois will do as well.

County Agricultural Schools are being successfully conducted in the State of Minnesota. A County Agricultural school in connection with the Experiment farm might supply a long felt need. We have Township Schools in this State, why not go just a little farther and make it a County Agricultural School.

A Railroad Claim Department has been organized within the past year. We want all members to all themselves to this new departure. Our Attorney will explain this matter more fully.

Free Storage: The most annoying thing we have to contend with in doing a country grain business is the storing of Farmers' grain without charge. It invariably causes dissatisfaction with the farmer and loss to the grain man. This must be stopped, and if our Ass'n cannot do it, I am in favor of asking the Legislature to enact a law to prohibit the storing of grain by the country elevators, and in doing so protect both the farmer and the grain man.

Has consumption of grain in this country overtaken production? If so, a range of prices will be much higher. That being the case, our fixed charges for handling a bushel of grain will be correspondingly higher than it has been in the past. If this be true, it occurs to me that the country shipper must figure on a new basis for handling grain. He can be sure that his shrinkage per car will be fully double in dollars and cents, what it has been in the past.

From my experience I find that the shrinkage now amounts to fully 1c per bushel, while the same shrinkage some time ago amounted to $\frac{1}{2}$ c per bu. margins are getting so small that the grain man must look out for the $\frac{1}{2}$ and $\frac{1}{4}$ if he expects to be successful in his business.

While car shortage has not given us any trouble in the past year, I think the matter should be kept in mind as with the return of Commercial Prosperity I believe the first

thing that will present itself to the shipper will be the question of shortage of cars. We should urge the Railroad Co. to keep the rolling stock in good condition and not allow cars to go out of commission nor discontinue building and buying new equipment. In this connection I might say, it would be well for us to urge the Railroad Co. to buy steel lined cars instead of the old wooden box, thus eliminating to a large extent the losses to both elevator man and railroad that come from having leaky cars.

I am informed that at the present time billings are being manipulated at some of the terminal markets in this state, whereby Western grain comes in direct competition with Illinois grain in the East and South-eastern markets. This manipulation should be considered a violation of the Interstate Commerce Law, and if so it should be stopped. I ask that our R. R. Committee take this matter up at once and see if there is any foundation for this rumor.

Discount on Non-Contract Grades: I would like to say just a word about what I think the discount should be on Option trade, when No. 3 grain is delivered on contract. All No. 3 grain should be deliverable on option contract at a discount of 2c per bushel. A few years ago when the question was being agitated, and the Country demanded a stated discount, the Board of Trade said it could not have any established discount on option trade, but for some unaccountable reason they did change the rules and allow No. 3 corn to be delivered on contract at a discount of 5 cents. The country shippers to-day are just as positive that the Board of Trade can establish a 2c discount without imposing a hardship on any one, and that No. 3 wheat, corn and oats should be delivered on option contract at 2c discount. I hope the matter will receive your careful consideration at this meeting.

In closing I wish to say, that I want to thank each and all of you for the confidence you have shown in me, by electing me President in the past. Any suggestions I have offered or changes made have been done for the best interest of the Association, as its interest has been uppermost in my mind at all times, and if you feel that any good results have been obtained, I believe that our Secretary deserves a very large share of the credit. I urge you all to continue your interest in the future and give the incoming officers the same hearty co-operation that you have given me the past three years, for by so doing the future success of our Ass'n is assured.

A. G. Tyng: I move the minutes of the 15th annual convention of the Ass'n as published in the trade journals be approved and their reading be dispensed with. Carried.

Secy. Strong read the following report:

Secretary Strong's Report.

The fiscal year of the Ass'n ends with the month of May. I herewith beg to submit the following report of the business and proceedings of the Ass'n for the 16th year:

There have been many changes among the membership from the usual business causes. Forty-six new members have been received during the year, making 531 enrolled members, a gain of 9 for the year. The financial and moral support of the members has been prompt and constant, and greater harmony has been prevalent throughout the state during the year than at any time in the history of the organization. This is to be expected from the fact that there has been a more general understanding of the workings of the Ass'n, and as the years go by the members become accustomed to working harmoniously, thus adding much to the general benefit.

From a consideration of the new members it will be observed that there have been a larger number of Commission firms received than of elevator operators. It is difficult to convince many country shippers that there is anything to be gained from Ass'n work, for the reason that they take a too narrow view of the grain business. The handling of the crops is by far the greatest business in the country and the pushing, progressive and practical grain

dealer is all the time striving for better methods, more convenient machinery, and greater rapidity of movement. The benefits growing out of work are enjoyed alike by all the trade of the state, and while every grain dealer gets the benefit of the work done by those who associate themselves together for betterments of the trade, if he is not a member he leaves his brother grain dealer to bear the expense, and thus shifts his responsibility.

So prevalent has grown the idea that ass'n of individuals in the same line of business is greatly beneficial, that lately the Boards of Trade and Merchants' Exchanges of the country have inaugurated a plan of holding conventions or meetings at different places, for the purpose of exchanging views as to the better ways and manners of transacting their business. From these meetings grow harmony of action, and discussion of the best methods of doing a grain business, and the up-to-date dealer gets new ideas and new inspiration for his work.

So it is with country dealers who meet at different places throughout the state, where local questions pertinent to the business are discussed, with his competitor, which affect the movement of grain from the farmer to the country elevator operator.

The best markets, the best routes for shipment, and how best to care for the grain, particularly when it may be off-grade, and here it is that the wide-awake country elevator operator gets ideas which enable him so to handle his trade that he realizes a handsome profit at the end of the year. It would be of vast benefit to the trade generally in the country, and to every individual dealer if all the grain shippers were members of the Ass'n, and worked along A. G. ideas with competitors. Every member should make it his interest to see those dealers with whom he comes into close competition, and invite and urge them to become members of the Ass'n, invite them to your local meetings, call upon them frequently, and get them to know that your cause is theirs, and there may be perfect harmony between you.

The 15th Annual Convention adopted a number of resolutions, which were taken up and worked out by Committees duly appointed later on, and I beg to report as follows:

The resolution relating to interest on drafts was discussed at a meeting of a Committee from the Ass'n and the Chicago Board, in the office of the Secretary of the Board of Trade, in August of last year, and the Committee from the Board of Trade reported that, "The practice of charging interest after the date of unloading grain as indicated by the Certificate of Weight, is not within the spirit or intention of the rules and should be discontinued."

The amount of interest which the shipper would have to pay after date of unloading was so small an amount that there have been no complaints from the trade.

The county experiment farms proposition was taken up with the officials of the Agricultural Experiment Station of the University of Illinois, and was very warmly approved by its officials. An increased appropriation was asked from the Assembly which was granted. This leaves the amount of appropriations for crop experiment the same as formerly, \$15,000 a year. At present there are twenty-seven Soil Investigations and Crop Experiment farms in the state, and the Illinois Grain Dealers' Ass'n is represented by its Secretary on the Advisory Committee for crops in the Agricultural Department. The Committee visits the crop experiment stations twice each year, and I cannot too strongly recommend the work, and urge upon the members that they use their influence to encourage and promote crop experiments throughout the state in every way, as it will positively result in increased yields of grain.

Statistics show that in six years, since crop experiment work was inaugurated in 1901 that the average yield of corn in the state has increased from 31 to 36 bus. per acre.

A Claims Department was authorized by the Board of Directors, at a meeting held in Springfield last November, to collect claims from the railroads for members, and a committee was appointed to be known as the Claims Committee, who effected an arrangement with Mr. Wm. R. Eads of Bloomington, Attorney-at-Law, for the execution of the resolution. Since Feb. 1st about 100 claims have been filed, and many of them have been collected.

Freight Claim Agents of different railroads of the state were invited to attend this Convention, but owing to the fact that the Annual Convention of the Freight Claim Agents Association, is held at the

same time at Old Point Comfort, Va., but few of them will be present. However, it has been suggested by several of the F. C. A.'s that a Committee from the Grain Dealers' Ass'n should be appointed, to meet with a committee from the F. C. A. Ass'n, to discuss the question of claims, and I certainly urge upon the members that such action be taken.

A resolution in relation to steel cars, was adopted one year ago and a copy was transmitted to the President and General Freight Agent of the railroads doing business in the State of Illinois, and was courteously acknowledged, but so far no practical results have followed.

With the approval of the President a membership was taken by the Ass'n in the National Industrial Traffic League, which organization has its headquarters at St. Louis, and has to do with all matters relative to freight rates, demurrage and car service, and we believe that the support of this organization will be of benefit to the Illinois Grain Dealers. The dues are \$10 a year.

The Arbitration Department has worked most satisfactorily during the year. One hundred and sixty-nine cases have been filed, all of which have been adjusted but thirteen, and the record for the Board of Arbiters is still at par, from the fact that no firm has refused to abide by an award as rendered by the Board.

Following is the Financial statement:

FINANCIAL STATEMENT. RECEIPTS.

June 1, 1908, bal. on hand.....	\$1,435.62
Membership dues	4,620.50
Fees for new members.....	135.00
Fees for arbitration.....	24.00
Advertising in Directory.....	1,181.50

\$7,694.62

EXPENDITURES.

Postage	\$ 255.98
Telephone, telegraph and express..	100.54
Stenographers	416.42
Secretary's traveling expense.....	732.14
Supplies for office use.....	200.21
Dues paid to National Ass'n.....	326.00
Rent of office.....	100.00
Secretary's salary	2,200.00
Expense Local Ass'n's.....	70.40
Refunded account arbitration.....	38.00
Paid for printing.....	82.47
Expense 16th Annual Directory.....	694.39
Salary and expense Asst. Sec'y....	462.10

\$5,952.14

Bal. on hand May 31, 1909..... 1,742.48

The following report of the Auditing Comite was read and accepted:

Auditor's Report.

We, the Finance Committee, having this day examined the books and accounts of S. W. Strong, Sec'y, and H. I. Baldwin, Treas., of the Illinois Grain Dealers' Ass'n, beg leave to report:

That the books of accounts of both officers are lucidly and plainly kept; that all receipts of monies paid to the Secretary were duly remitted to the Treasurer, and his reports therefor were duly produced by the Secretary, and examined and approved by us, your Committee.

That we find that all monies are duly remitted to the Treasurer; and that no money is drawn from the Treasury except by a written order, duly signed by the President, and countersigned by the Secretary. We approve of the methods of keeping the accounts of the Association.

We find that all payments made by the members to the Secretary were duly credited to the payee; and that the identical check was forwarded to the Treasurer, thus showing to the payee that his payment was duly paid into the treasury of the Ass'n, which method we recommend be continued.

We find that the balance the 1st day of June, A. D. 1908, was \$1,435.62, and that after all receipts were credited, and all payments duly charged, that there remains in the Treasurer's hands the sum of \$1,742.48.

R. J. Railsback,
W. J. Culbertson,
F. L. Warner,
Committee.

Comite reports were called for, but none responded.

Pres. Wayne reported the following Comites:

Resolutions: W. L. Shellabarger, Decatur; W. N. Eckhardt, Chicago; J. P. Shearer, Fairbury; R. C. Baldwin, Bloomington; Geo. C. Martin, Jr., St. Louis; L. L. Harrison, Dwight; J. H. Graham, Durand, and T. E. Kelley, Mazon.

Nominations: E. Roberts, Peoria; Geo. W. Banks, Irene; Mr. Sinclair, Ashland; C. P. Cumming, Springfield, and Victor Dewein, Warrensburg.

Mr. A. G. Tyng announced the receipt of a telegram from Secy. J. F. Courcier of the National Ass'n in which he expressed regret that a sprained ankle was confining him to his bed, so he would be unable to be with the Illinois dealers.

Mr. Shellabarger suggested crop reports be issued by the Ass'n.

H. H. Newell: I move that the Sec'y be instructed to compile and mail to members reporting to him reports on crop conditions on the 1st and 15th of each month from July 1st to Sep. 15. Carried.

Dr. C. G. Hopkins of the University of Illinois in the course of his address on Soils Investigation and Crop Experiment Work said, "the productivity of the Illinois soil is rapidly declining. The soil of every district long cultivated is exhausted. You can buy land within a few miles of Washington, D. C., for \$5.00 per acre, but it is exhausted. You can buy land in New York for less than the buildings cost. Ohio land which once sold for \$125 per acre, can now be bot for \$40.

Uplands can be purchased for less than they once sold for.

"So far as I have observed the efforts of your ass'n have been confined to the selection of good seed. The better the seed the greater the draft on the soil. I do not wish to discourage your efforts along the line of seed improvement, but let us also give some attention to the building of soils.

"Ninety per cent of the Illinois corn is under shallow cultivation. But if we get larger crops by it we make the land poorer. If we get larger crops by rotating crops, the land is so much the poorer.

"We weigh all the crops taken from ninety farms near Champaign and conduct an experiment farm on one of these farms. We return some material to the soil. Go to Georgia and tell the farmers that if they will put \$2 worth of fertilizer on the soil, it will return an increase of \$3 in the crop. They will offer you the land for the \$2 and point to adjoining farms sold for taxes. The soil is exhausted and it can not recover itself.

"We are experimenting with plats at Champaign, growing corn continuously, alternating corn and oats and corn, oats and clover, and by using phosphates we obtained 90 bus. of corn, an increase from 59 bus. [The Doctor distributed copies of Circular 130 issued by the Agricultural Experiment Station and analyzed the results of Ohio experiments with manure and phosphates given in it.]

"The grain dealers can help the farmers by inducing them to improve their soils by building up their farms. If you wish to take the clover hay off the land you must put manure on the land. One ton of clover plowed under will be as good for the soil as four tons of manure. The clover should be permitted to grow until about this season of the year, cut it and permit it to lay. Later the seed crop can be gathered and the hay plowed under to the great benefit of the soil.

"Many experiments conducted by our station with phosphates show a gratifying and profitable increase in the yield.

"Steamed bone meal has been used for 3,000 yrs. for soil building and with good results. The best time to place phosphates on your land is when the teams can be spared. It is well to plow it under with the manure or clover. It does no good as a top dressing until plowed under. We export every year



Some of Those Attending Annual Meeting of Illinois Ass'n in Peoria June 15.

enough phosphates to produce \$600,000-000 worth of corn at 35 cts. per bu.

"Commercial fertilizers are used quite extensively in the East, but the longer they are used the poorer is the land. We recommend the natural ground rock phosphate. Georgia purchases more commercial fertilizer than any other state yet its average yield of corn is 11 bus.

"Thirty miles down the Illinois river peat is being gathered and shipped to the Southeast as a filler for commercial fertilizers.

"Animals retain about one-quarter of the phosphorus and one-quarter of the nitrogen, so that the farmer who feeds everything he grows on the land does not exhaust his land so rapidly. Straight grain farming for shipment is four times as hard on the soil as animal farming, but by changing the methods the soil can be consumed as well in one as in the other.

"I would not burn anything about the farm except osage oranges. By burning your corn stalks you set free the nitrogen and must plant a crop of clover to get it back in the soil. By plowing under the stalks you keep the nitrogen in the soil.

"Alfalfa gets nitrogen into the soil but it should be left five to six years to prove a profitable crop. Often it will take all of the first year to get alfalfa started.

"When both clover crops are taken off of soil it makes the land poorer. If we wish to improve our soil we must not take more than the seed crop from the land and plow under the balance."

The Doctor replied to many questions and reiterated and explained in detail the proper treatment to prevent the exhaustion of the soil.

A rising vote of thanks was tendered Dr. Hopkins for his interesting and instructive address.

Adjourned to 7:30 p. m.

The Smoker.

The smoker Tuesday evening was well attended and proved a very enjoyable affair. Secy. Burdick of the Commercial

Club started the entertainment in the hotel lobby with a vocal solo—Illinois.

After half the dealers had adjourned to the sixth floor and learned of a real Jonah from E. H. Holzman, a vocalist, Mr. C. A. Burk spoke of Harmony at Country Stations.

W. L. Shellabarger in speaking to the subject, "Are the Large Cars of Advantage to Shippers?" said the large cars were more likely to heat and leak. The large car soon becomes racked, requires more cooping and leaks more frequently or the grain is graded off because of a leaky roof. During the germinating season it is extra hazardous to load corn into the large cars. The small interior dealers of the East have not capital or warehouse capacity to handle the large cars to advantage.

I think the large cars are against the best interests of both the shipper and the railroad company and I believe we should protest against their use.

Pres. Wayne said Free Storage at country elevators invariably brot grief to the eltr. man.

E. R. Ulrich: We used to give free storage to farmers, but it made us so much trouble we stopped it. Competitors no longer bid up the price on grain in our elevator.

Victor Dewein also favored the discontinuance of free storage.

E. M. Wayne: If the railroads will spend a few dollars more than they are spending for cars they will put an end to the shortage problem. We have with us tonight a gentleman who has invented a steel door and I shall ask Mr. Williams to tell you about it.

Mr. Williams: The door I have invented is to take the place of the grain door and the outer door. I have equipped a large car and it has been in service for some time and found satisfactory. I would appreciate it very much if you would investigate the merits of this door.

Tom Abrams spoke of Good Manners Among the Country Grain Dealers: A well mannered grain dealer is not the dealer who calls up the farmer soon

as he reaches his office and tells him corn has advanced a cent, or follows every farmer who visits his competitor in hope of getting an interview before he leaves town. Do you ever apologize to the farmers for the shortcomings of your competitor?

Did you ever hear of the two cats who had a chunk of cheese, which they asked a monkey to divide for them? He broke it in two and placed the two pieces in the balance pans. In biting off one and then the other he soon had eaten the cheese and the cats got none. You cats who are fighting over the grain coming to your station may some day have a monkey come to your station and build another elevator.

A. Brandeis being absent, E. H. Culver was asked to talk on Uniform Grades. He said: I wish to ask your ass'n to endorse the rules of the Grain Dealers Nat'l Ass'n and recommend their adoption by the Illinois Inspection Dept.

The Millers Nat'l Federation has endorsed these rules and many markets have adopted them. If you have any suggestions to offer, let us have them. Let us have uniformity and by existing inspection authorities.

McCumber has a new bill, S. F. 121, which, if enacted, will place you at the mercy of the politicians.

A. G. Tyng: I move that the Illinois Grain Dealers Ass'n endorse the uniform rules adopted by the National Ass'n and recommend their adoption by the Illinois Inspection Dept. Seconded.

W. N. Eckhardt: I think the motion a good one. Chicago has been working to this point. I find few things which need changing other than the percentage of white corn. We have had no specimen samples under the rules. We have been pressed with other business, so we have not got to the rules.

W. L. Shellabarger: These rules were drafted by the central market buyers and in their own interests. I venture that few of the shippers know what they provide. Hence, I think any action now is untimely.



The Ladies who Went up the Illinois River and Two Brave Members of the Entertainment Com'te.

Mr. Tyng: When those rules were drafted at St. Louis we had to make concessions to the South on moisture and to the East on color. They are the most liberal we have ever had.

Pres. Wayne: These rules were drafted at St. Louis and we were there with both feet. We participated in the discussion and their adoption. Our Directory endorsed the rules at a meeting in Springfield. While it may be that the shippers are not familiar with the percentages provided by the rules, I believe as many shippers know of their provisions as receivers.

Mr. Ulrich asked that the rules be read.

Mr. Culver read the rules.

The motion was carried, no vote being cast against it.

Between subjects the Peoria "Triquet" favored the dealers with popular and comical songs.

Wednesday Morning Session.

President Wayne called the meeting to order at 10:40 and announced that the Grain Dealers National Fire Ins. Co. has issued an illustrated booklet on rates, which shows how those building a new elevator or improving an old one can so build as to get the lowest rate. Copies will be mailed to prospective improvers upon application.

Geo. W. Greene of Metcalf made a short talk upon the necessity of keeping scales in working order.

Wm. R. Bach of the Ass'n's Claim Bureau read a very interesting paper on the Right of Grain Shippers to Recover for Loss, which follows:

Claims Against Grain Carriers.

We are all seekers after knowledge—you as to how best to conduct your business of buying and marketing the grain of Illinois;

I as to how to learn the law and to apply that learning in relieving men of their troubles in establishing their legal rights. It is, therefore, right that in furtherance of our aims you should annually gather together in convention to discuss common problems affecting your business and incidentally to listen to the law on some of the more aggravating business propositions that from time to time arise affecting your business.

In the prosecution of your business of buying and selling grain you are continually dealing with these two great factors in our commerce, viz., the farmer and the common carrier. With the farmer you have but little difficulty, and the simple principles of bargain and sale apply. With the latter more complicated questions are continually arising. So important and varied are these matters that many laws have been enacted defining and restricting the rights and powers of common carriers.

In dealing with this all important subject that so vitally affects the prosperity and well being of our whole country, if the shipper and the carrier will only practice the golden rule, all friction and trouble will be at an end. And this brings me to the first portion of my subject, viz.:

The necessity of care and accuracy on the part of the shipper to be honest with the carrier. By this I mean, when grain is about to be loaded into cars of a common carrier, common honesty to the carrier requires, first, a thorough inspection of the car about to be loaded; second, it should be accurately known to the pound the amount of grain actually delivered into the carrier's possession. This requires honest weights and good scales, kept in accurate condition, carefully inspected from time to time. True it is that under the statute of the State of Illinois, it is provided in Section 118, Chap. 114, that "every railroad corporation, chartered by or organized under the laws of this state or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its track, at its depot, or in any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such

grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

"(Weighing in—Receipt.) And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

"(Weighing Out—Shrinkage.) And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in quantity of the same.

"(Damages.) In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

"(Evidence—Shortage.) If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such statements, it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place when and where the same should have been delivered.

"(119. Scales—Weighing—Penalties. 2.) At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required to do so by the persons who are the shippers of the major part of

Part of Local Committee and Three Guests.



Rear row: Mrs. S. W. Strong, Mrs. C. S. Clark, S. Mosiman, A. G. Tyng, D. D. Hall, Mrs. W. E. Shelden.
Front row: J. H. Ridge, C. C. Miles, T. A. Grier, E. Roberts.

said fifty thousand bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offense and for each and every day such refusal or neglect is continued the sum of one hundred (\$100), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried." (As amended by act approved May 18, 1877. In force July 1, 1877, L. 1877, p. 168; Legal News Ed., p. 152).

Yet under the construction placed upon contracts between the shipper and the carrier on this matter in and by which lower rates of transportation are assured, it is absolutely essential that the shipper should know that his scales were correct, and that the cars contained the weight of grain contended for, before being able to collect his claim for loss in weight in shipment of grain.

Let me make a suggestion at this point which occurs to me as a help to the shipper in case it may become necessary to file a claim for loss in weight in the shipment of grain. It is this—at the time of loading every car load of grain that leaves your elevator, I would have you make a statement under oath to the foregoing facts, viz.:

- Condition of car.
- Condition of scales.
- Weight of grain actually loaded into car.
- Condition of grain loaded into car.
- Condition of car at time of being sealed up by carrier and removed from your elevator.

Time of removal from your elevator.

This affidavit could be filed and be ready to attach to any claim on a moment's notice. Such evidence would be incontestable in court. It would be much stronger if it were corroborated. There are perhaps none of you who does not employ at least one competent person besides yourself in your business. It may be true that it is only seldom that loss occurs, yet the uncollected loss of one car will perhaps pay for the expense of preserving the evidence on all the cars you ship.

ON QUESTION OF DELAY IN SHIPMENT.

No doubt the carrier is liable for unreasonable delay in the shipment of grain. What such an unreasonable delay is that will hold the carrier responsible is a difficult question to determine. Every case of delayed shipment must rest on its own merits. No fixed rule can be advanced applicable to all cases. It has recently been held by our court that, "Mere delay in itself is not sufficient to create liability. To create liability the delay must result from negligence or want of diligence on the part of the carrier. It must be an unreasonable delay under all the circumstances of the particular case."

It has been further held that the fact that considerably more time elapsed between the time of the receipt of the cars at point of shipment and their delivery at point of destination than was usually required to make such transfer is sufficient to place upon the carrier the burden of explaining the delay to the extent of showing that it did not occur from negligence or want of diligence on its part.

In explaining delays that are unusual it has been held to be the law that it can not be claimed by the carrier that the delay arose through accident to the shipment, nor can it be shown that here was a congested condition of traffic causing the delay, it being the duty of the carrier to notify the shipper of conditions, altho it has been held that unusual conditions produced by unusual influx of freight might in certain cases affect the result. Unreasonable delay being a relative term to be determined by the facts and conditions arising in the particular case, it is advisable in all claims for delayed shipments to ascertain if possible some act of negligence on the part of the carrier, causing the delay, or you must take the chance of the carrier proving a set of circumstances exonerating its delay. For the benefit of those representatives of the railroads who may be present, I might suggest that a very fair way to answer the shipper who files a claim for loss by reason of delay in shipment would be to put the shipper in full possession of the facts relative to the movement of the car in question, rather than to give him the usual reply, which is,

"That the carrier is unwilling to admit that the time consumed is an unreasonable one." There should certainly be more frankness between the carrier and the shipper on this point particularly, and our railroad friends will agree with me when I say that it is, to say the least, very unsatisfactory to make such a reply to claims for delay in shipment. If we cannot secure better satisfaction to our claims for delay than the foregoing, I urge upon you the necessity of establishing precedents in our state on that question.

What has heretofore been said about care in loading and weighing grain about to be shipped applies also to the question of quality and condition of the grain loaded into the cars. This point should be added to the first above mentioned. Of course, it will be difficult for you to determine what your grain will grade upon inspection. Yet, I cannot see what should prevent a shipper, with years of experience, from accurately determining what the grade of his grain is. With proper qualifications as to his experience being shown to the court and jury, his evidence on that question would have as much weight as that of an official inspector. As I understand the matter, there are certain standards and certain rules which are followed in determining the grades of grain. It might be advisable and profitable for you to possess yourselves of these rules and standards so as to fully qualify yourselves as expert judges. Deterioration due to unusual and unreasonable delay happening to grain shipped by one who was qualified to testify on the subject could be easily recovered from the carrier.

If you have not already done so, I would suggest that you devote a portion of your time at each annual convention to inspection and grading of grain. No doubt, you have among your membership many men who are expert on this question, who would cheerfully give their time to giving instruction on the matter. One thing is certain, it is just as important to see and know what the quality and quantity of the grain is that is loaded into the car as it is to buy that grain or sell that grain. Many times the results of a good bargain are lost through the failure to observe proper precaution in loading and shipping.

APROPOS THE BILL OF LADING.

We come now to the consideration of the effect of the conditions sought to be imposed by the carrier in bills of lading issued to the shipper, and which conditions are attempts at imitations of the carrier's liability. We can discuss this only in a general manner, owing to the many decisions on the various points involved, and we will confine ourselves to the points above mentioned. The weight of authority in Illinois is as follows:



The St. Louis Delegation, Having Been Tendered a Bouquet, was Happy.

1st. That a shipper may expressly agree to the conditions imposed in the bill of lading and that such an agreement is binding upon the parties with this exception, that the carrier cannot relieve itself of damage caused by the negligence or want of care of its servants.

2d. That the burden of proof rests upon the carrier to prove that the shipper expressly assented to the conditions in the bill of lading.

3d. That even tho the bill of lading containing the conditions is signed by the shipper, such fact does not prevent the shipper from showing that he did not know the contents of the bill of lading and did not assent to its terms.

4th. That any attempt on the part of the carrier to relieve itself of its common law liability is in express contravention of the statute of the State of Illinois, and therefore void.

5th. That the interstate commerce act of the United States does not authorize the limitation by the carrier of its common law liability, and is in harmony with the statutes of the State of Illinois.

I quote from a very late case, but recently decided in our court, and which decision is not yet in print in our state reports:

"It will be observed that none of the restrictive provisions limiting the liability of appellant as a common carrier, which are contained in the written contract signed by appellee and incorporated in the schedule filed in pursuance to the Act to regulate commerce, are to be found in the Act itself."

Preparing Claims:—In conclusion, let me urge upon you the necessity of care in preparing your claims to be presented to the carrier. A little time and attention given to the matter in the first instance will save weeks of delay after the claim is in the hands of the carrier. For greater efficiency and expedience in the handling of claims you should place at the disposal of your claims committee sufficient funds to insure the enforcement of your legal rights against the carrier.

You have taken one step in organizing your claim department. Now take another step by giving it the power and funds to back up every legitimate claim that receives its sanction.

I am satisfied that there is too great delay in the handling of these claims by the carrier, and that delay must be intentional as we know your members constitute at least one-half of the grain shippers of Illinois; and we further know that one-half of our members are using the Association Claim Department to present their claims. We further know how many claims we have in the hands of the car-

riers. We are entitled to an explanation from the representatives of the various carriers present as to the reason for this delay. That unless satisfactory explanations are forthcoming, I urge upon you the necessity of bringing a few suits to let our friends know that the Illinois Grain Dealers' Ass'n means business.

Mr. Walker Nugent of the Ill. Cent'l R. R. Claim Dept. said the Dept. handles on the average 1700 claims per month. We have found but two shippers who would admit the possibility of error in the amount of grain placed in a car. Many of the claims are two to four or five years old. Not long ago we received a claim for a shortage in a shipment made six years ago and supported by affidavit as to weight of grain placed in car. Claims should be presented promptly and fully substantiated. Recently we received a claim from a shipper who wrote that the returns from a shipment to Buffalo showed a loss and he asked us to make it good. No attempt was made to prove the loss in transit or that the Ill. Cent'l was the responsible carrier.

In the proper presentation of a claim the shipper should first know that his weights are correct. It should not be necessary for the claim dept. to write 4, 5 or 6 letters before it is able to draw out the weight at your station.

You should attach both weight certificates and account of sales to claim. Eighty per cent of the claims filed in Ill. are not properly supported. It may interest you to know that the largest shipper has less trouble collecting his claims than the smallest, because they are properly supported by proof before presentation.

W. L. Shellabarger, Chairman of the Comite on Resolutions, presented the following resolutions, which were adopted without discussion or opposition:

Abolish Double Weighing at St. Louis.

WHEREAS, The Supervision of Weighing at East St. Louis and St. Louis by the Merchants Exchange is efficient and thoroughly satisfactory to the Grain Trade, and

WHEREAS, State weighing both in Mis-

souri and Illinois is incomplete and double weighing is unnecessary, therefore,

BE IT RESOLVED, That the Illinois Grain Dealers in Convention assembled do petition the Merchants Exchange of St. Louis to take action toward eliminating the useless burden on the grain trade of double weighing charges.

FURTHER, That a copy of this Resolution be forwarded to the President and Board of Directors of the Merchants Exchange of St. Louis.

Recommend Use of Inspection Depts. Samples.

WHEREAS, The Illinois State Grain Inspection Department has so changed and improved the methods of inspection in Chicago that accuracy and uniformity is now the rule; thus bringing about a condition in the inspection of grain most satisfactory to all dealers shipping to Chicago, and

WHEREAS, The original sample of grain used by the Inspection Department in arriving at and determining the grade, is the only proper and businesslike sample by which it should be offered for sale on the floor of the Board of Trade, and

WHEREAS, This opinion is endorsed unanimously by both the State Inspection Department and Grain Committee of the Board of Trade, also by a large proportion of the actual receivers and shippers of cash grain, therefore be it

RESOLVED that the official sample by which the grain is first inspected, and the grade determined, is the only proper sample by which our grain should be sold.

National Council of Commerce.

RESOLVED the new Board of Directors be instructed to carefully consider the proposition of affiliating with the National Council of Commerce and if in their judgment such affiliation would be of advantage to this Ass'n to take proper steps to become such member and that they may appoint a delegate to represent this Ass'n.

Resolution of Sympathy.

Whereas, this Association has lost by death during the past year, J. H. Dunaway, Ottawa, of the Illinois Valley Grain Co.; Edward R. Ulrich, Springfield, of E. R. Ulrich & Sons; James Howard Smiley, of Kersten & Smiley, Plainfield; and William Moschel, Morton, of Roberts, Moschel & Mosiman.

RESOLVED, that by the death of these, our brethren and members, this Ass'n has suffered an irreparable loss. We deplore our loss; we sympathize with the bereaved families, and extend to them our heartfelt sympathy.

RESOLVED, that a copy of these resolutions be spread upon the records of the



Over Fifty from Chicago Were in Attendance.

Ass'n, and a copy forwarded to the family of each.

Bad Order Cars.

WHEREAS, Attention has been directed to the large number of bad order cars on the side tracks of the various railroads, with apparently little effort to bring them into efficient service if needed;

WHEREAS, The present indications are for abundant crops and a large volume of business to be taken care of by the grain trade and railroad companies as soon as the new grain is ready for market; therefore, be it

RESOLVED, That we respectfully direct the attention of the railroad companies to the fact that this is an opportune time to bring all cars and other equipment to the highest state of efficiency to promote the satisfactory movement of the crops.

RESOLVED, FURTHER, That a copy of these resolutions be forwarded to the officers of the several railroads.

Recommend Steel Cars and Doors.

WHEREAS, The leaks of grain and other like commodities from the present type of cars and grain doors in common use for transportation of same means serious and continual losses to the owners and shippers and to the railroad companies, therefore, be it

RESOLVED, That we urgently recommend again to the railroad companies the building of cars of steel or with steel linings, and also the adoption of steel grain doors, the use of which we confidently believe will eliminate practically all the losses that now arise from the use of wooden cars and doors.

C. W. Savage of the Comité on Constitution presented the following amendment to Article XIII, which was adopted:

Amendment to Constitution and By Laws.

We, the Committee on Constitution and By-Laws, beg leave to make the following report:

First: That Article 13 be amended to read as follows: Provided that no member of this Ass'n shall be required to arbitrate with a non-member in a case where the non-member refuses to arbitrate another case with a member.

Second: That Rule 1 of the Arbitration Rules be amended to read as follows:

"It shall be the duty of the Secretary to forward a copy of such decision to each litigant and the Secretary shall return to the party willing, in any case of arbitration, the fees deposited by him in such case when the award of the Committee is fully complied with and closed."

Third: Rule 5. In all cases submitted for arbitration to the Board of Arbitrators of the Illinois Grain Dealers Ass'n, where the parties thereto so desire, the contract for the arbitration shall provide for an appeal to the Appeals Committee of this Ass'n, or to the Committee of Arbitration of the Grain Dealers National Ass'n.

ARTICLE 20
No member of this Ass'n shall be permitted to resign from the Ass'n when any charges against such firm are pending and undetermined, or when such member is delinquent in payment of dues.

E. Roberts of the Comité on Nominations reported for President Geo. D. Montelius, Piper City; for Vice-Pres. H. A. Hillmer of Freeport; for Treasurer H. I. Baldwin, Decatur; for Directors Edwin Beggs, Ashland; A. G. Tyng, Peoria; H. T. Truby, Joliet, and J. H. Graham, Durand.

Report adopted by rising vote.

Pres. Montelius and Vice-Pres. Hillmer were called to the stage and the meeting adjourned sine die.

Convention Notes.

From Piqua, O., Harry W. Kress.

From Pennsylvania, Cyrus S. Weiss of Wilkes-Barre.

The St. Louis crowd came and went in a special electric car.

The Durable Wire Rope Co. was represented by John F. Bassett.

C. A. Mann was interesting dealers in the Arnold drier and bleacher.

Alfred Anderson, Chief Grain Inspector, was the only man from Buffalo.

From Kentucky, H. E. O'Bryan, Secy. of the Owensboro (Ky.) Grain Co.

Detroit, Mich., sent Thos. G. Craig and F. W. Harrison, Chief Grain Inspector. From Nashville, Tenn., H. H. Hughes, W. Murray Hogan and Chas. Rouzer.

Two from Cincinnati, O., A. C. Gale of the Gale Bros. Co. and W. R. McQuillan.

The privileges of the Creve Coeur Club of Peoria were extended to all visiting dealers.

Memphis, Tenn., was well represented by H. J. Hasenwinkle of the H. J. Hasenwinkle Co.

P. M. Gale of Cincinnati, O., did not attend. The stork is reported to have kept him at home.

A perpetual calendar and paper weight was passed out by W. E. Shelden of the Stockbridge Elevator Co.

The advantages of Kennedy paper car liners were made clear by Fred W. Kennedy of Shelbyville, Ind.

One lone man from Iowa (but not very lonesome)—H. C. Moeller of the Des Moines Elevator Co., Des Moines, Ia.

E. H. Culver, Chief Inspector at Toledo, O., was present and championed the cause of Uniform Inspection Rules.

A neat leather card case and pocket scratch pad was passed out with the compliments of James E. Bennett & Co., of Chicago.

A neat paper weight, together with its sixth annual statement, was presented to each in attendance by the Grain Dealers National Fire Ins. Co.

Mr. E. Roberts was the "kandy kid" on the boat ride, and naturally all the ladies gave him a sweet look even after their candy was consumed.

From Cairo, Ill.: H. S. Antrim of H. S. Antrim & Co., J. B. Gillispie, Jr., of Hallday Milling Co., and J. B. Magee of Redman, Magee & Co.

Angus McLeod represented the National Automatic Scale Co., and explained some of the advantages of the National Scale to those interested.

Jas. M. Akers, inventor and patentee of the pneumatic car loader, made by the Mattoon Grain Conveyor Co., of Mattoon, Ill., exhibited a working model.

From Indiana, B. A. Boyd, E. D. Evans and M. T. Dillen, secy. Ind. Grain Dealers Ass'n., Indianapolis; and E. E. Delp of Delp, Ettinger & Co., Bourbon, Ind.

Visitors at the headquarters of J. C. Shaffer & Co. received a cordial welcome from Wm. Hirschy and were presented with a letter opener and a good smoke.

One of the most useful souvenirs of the convention was a combination card and bill case of real leather which J. H. Pank distributed with the compliments of the Invincible Grain Cleaner Co.

Joseph C. Adderly represented the Millers National Ins. Co., T. M. Van Horn and C. B. Sinex the Grain Dealers National Fire Ins. Co., and C. W. Fitzsimmons the Millers' Mutual Fire Ins. Ass'n.

Several cleaning machinery men were in attendance: S. J. McTiernan of the Huntley Mfg. Co., B. D. Heck of the Philip Smith Mfg. Co. and J. H. Pank and Charles Beatley of the Invincible Grain Cleaner Co.

P. H. Schifflin & Co. kept open house at room 264, where a cordial greeting was extended to all by O. C. White. Each visitor was the recipient of a carnation, lead pencil and cigar. The room was tastefully decorated with bunting and flags.

Who does not enjoy a boat ride? The beautiful ride on the "David Swain" up the Illinois river was participated in by 490. The weather was ideal and the ever changing scenery pleasing. A good lunch satisfied all, and songs, dancing and whistling delighted many. Some left the boat at Chillicothe to catch trains.

Willard B. Smith exhibited a 1909 model of the Richardson Automatic Scale. Some of the improvements over old models are improved chute, adjustable dribble plate, compensating lever about doubled, and a new attachment to ascertain the exact weight of suspended material or dribble. The improved chute and adjustable dribble plate enables one to handle very light oats with the same satisfactory results that have been obtained on grains of heavier specific gravity.

One of the pleasant incidents of the boat ride and one that will be long remembered by ex-President Wayne was the presentation of a beautiful stickpin composed of a large sapphire surrounded by pearls. The presentation speech was made by W. L. Shellabarger, but Mr. Wayne was too much overcome to more than express his heartfelt thanks and appreciation. Then followed three cheers and a tiger for both the outgoing and incoming presidents.

Among those present from St. Louis: J. O. Allen; J. V. Botto; J. C. Burks of Langenberg Bros. & Co.; J. O. Ballard; Daniel P. Byrne of Daniel P. Byrne & Co.; James A. Connor; John Dower, supervisor of Weighing Dept.; E. F. Daly; L. M. Dunn; Ed Dresher; J. M. Fuller of Slack-Fuller Grain Co.; G. L. Graham; H. Hunter; Louis T. Hall of Nanson Comsn. Co.; E. Harkenbach; H. F. Ketchum; F. W. Langenberg of Langenberg Bros. & Co.; Thos. L. Martin; Geo. C. Martin, Jr., of Goffe, Car-kener & Co.; S. T. Marshall; J. R. Mathews; Harry C. Noland of Wm. D. Orthwein Grain Co.; W. J. Niergarter, Asst. Inspector; Erich Picker of Ficker & Beardsley; H. H. Savage; Eugene Smith, asst. secy. Merchants Exchange; T. C. Taylor; H. A. Von Rump; C. L. Wright; F. L. Wallace.

Among those present from Chicago were the following: Ed. Andrew; F. M. Anderson; John H. Ashum, representing Walter Fitch & Co.; D. W. Burry; L. J. Bowman; John J. A. Correa, representing C. H. Thayer & Co.; W. M. Christie, representing J. H. Dole & Co.; F. G. Coe; C. L. Douglass; L. C. Emerson, representing James E. Bennett & Co.; W. N. Eckhardt of Pope & Eckhardt Co.; H. A. Foss, Weighmaster Board of Trade; R. G. Freymark; W. M. Hirschy, representing J. C. Shaffer & Co.; M. C. Hobart, representing Rumsey & Co.; L. S. Hoyt; A. E. Hartley, representing Sam Finney; H. Hahn; Gordon Hannah, representing Pope & Eckhardt Co.; E. H. Hasenwinkle, representing C. H. Thayer & Co.; A. W. Lloyd; G. H. Miller, Mgr. Grain Shippers Protective Ass'n; J. C. MacGinnitie, representing E. W. Wagner; William Mills, representing Gardiner B. Van Ness; H. L. Miller, representing ReQua Bros.; H. H. Newell, representing Rogers Grain Co.; W. H. Noyes; W. H. Perrine of W. H. Perrine & Co.; Edward Plagge, representing Merchants Grain Co.; Geo. H. Phillips; Capt. I. P. Rumsey of Rumsey & Co.; E. Rosenbaum; P. H. Schifflin of Philip H. Schifflin & Co.; Fred D. Stevers; Harry G. Smith, representing Arthur R. Sawers; Harry R. Sawyer, representing J. H. Dole & Co.; Harry F. Todd, representing Arthur R. Sawers;

M. J. Timberlake, representing T. E. Wells & Co.; Clarence H. Thayer of C. H. Thayer & Co.; B. F. Traxler; E. F. Thompson; M. L. Velson, representing Rosenbaum Bros.; Gardiner B. Van Ness; Oscar C. White of P. H. Schifflin & Co.; A. E. Wood; L. B. Wilson of Young & Co.; E. B. Whitfield; J. A. Waring, representing Bogert, Maltby & Co.; E. H. Young, representing W. A. Fraser Co.

Among the Illinois dealers in attendance were Tom Abrams, Tuscola; J. C. Aydelott, Pekin; C. R. Atkinson, Bloomington; J. L. Brainerd, Springfield; W. H. Boice, Gridley; D. W. Burner, New Holland; C. G. Brotherton, Guthrie; H. D. Bawles, Sheldon; R. C. Baldwin, Bloomington; Jas. L. Bush, Tuscola; A. M. Blythe, Gays; H. I. Baldwin, Decatur; G. W. Banks, Irene; C. U. Bower, Covell; G. L. Bowman, Clare; E. C. Boyer, Tampico;

W. J. Culbertson, Delavan; H. C. Clark, Argenta; A. B. Cleland, Decatur; Chas. P. Cummings, Springfield; J. E. Collins, Garrett; J. R. Crum, Wapello; C. E. Drew, Gardner; Victor Dewein, Warrensburg; Mr. Davis, Arthur; Geo. C. Dunaway, Utica; C. A. Dryer, Champaign; A. Drohan, Danvers;

J. A. Ellis, Deer Creek; P. A. Felter, Eureka; C. L. Focht, Rutland;

J. M. Green, Wapello; T. H. Greenfield, Arrowsmith; J. Gilmore, Gridley; J. H. Graham, Durand; J. A. Gilles, Pesotum; G. W. Greene, Metcalf;

M. C. Hughes, Washington; Geo. L. Hight, Macon; T. F. Himmel, Topeka; E. C. Hollis, Heyworth; H. A. Hillmer, Freeport; J. B. Hamson, New Holland; Ralph G. Herron, Sidell; C. E. Holloway, Wing; L. L. Harrison, Dwight; F. H. Huntling, Champaign; James Inkster, Herscher; L. B. Jackson, Dunkap; W. H. Jackman, Genoa;

Geo. L. Kern, Dwight; M. D. King, Pittsfield; L. J. Kaiser, Newman; H. N. Knight, Monticello; F. C. Korth, Cramer;

E. H. Kessler, Cramer; T. E. Kelly, Mazon; Miles Leach, Cornland; F. R. Ludwig, Champaign;

C. R. Mitchell, Ashmore; M. C. Merritt, Dwight; G. C. McFadden, Havana; Peter McDermott, Crescent City; R. T. Miles, Fisher; Geo. D. Montelius, Piper City; W. H. Morrison, Peoria; James M. Maguire, Campus;

S. S. Neiman, Warrensburg; R. S. Nelson, Jacksonville;

T. L. Oliver, Camp Point; W. M. Prillman, Rossville; C. J. Porter, Deland;

E. F. Quigg, Minier; H. J. Ruckrigel, Ottawa; J. C. Roe, Hayes; G. H. Ricketts, Claytonville; C. M. Ricketts, Fisher; O. I. Richolson, Steward; W. E. Rich, Kankakee; R. J. Riley, E. J. Scovill, Saunemin;

S. W. Strong and Henry Stanberry, Pontiac; Harry Scott, Wapello; John H. Shehan, Dunlap; E. S. Strong, Mazon; A. L. Stanfield, Edgar; Walter Stahl, W. Ritchie; C. W. Savage, Virginia; W. M. Simmons, Derwick; W. L. Shellabarger, Decatur; Frank Supple, Bloomington; L. Shulhafer, Champaign; G. J. Siebens, Decatur; C. O. Swift, Bloomington; J. P. Shearer, Fairbury; W. A. Summers, Ambia; E. S. Summers;

B. M. Thorpe, Wapello; G. C. Tjardes, Gibson City, rfd; M. M. Truby, Joliet; S. S. Tanner, Minier; L. A. Tripp, Assumption;

E. R. Ulrich, Springfield; G. G. Utley, Dixon;

J. P. Woolford, Galton; E. M. Wayne, Delavan; Geo. W. Walker, Gibson City; W. A. Webb, Weidon; C. H. Wagner, Washington; B. S. Williams, Sheffield; G. B. Wills, Alsey; J. R. Wagner, Metamora;

C. H. Wade, Paris; J. H. Wrigley, Toulon; F. J. Zimmerman, Athens.

The Entertainment of the Ladies.

If Mr. Dan Hall and Mr. J. H. Ridge of Peoria, and Mr. H. I. Baldwin of Decatur, desire any honors within the gift of the Illinois Grain Dealers Ass'n, the

ladies will gladly stuff the ballot box in favor of any of these gentlemen.

They constituted the com. for the entertainment of the ladies, and so completely did they fill that role that they may be blushing yet from the many compliments they rec'd. Mr. Tyng, also as a Peoria host, was most watchful for every pleasure for the visiting ladies as well as their husbands. From the swift flying autos the ladies saw Peoria and were really able to distinguish the beautiful oaks from the lovely lofty elms, despite the speed, altho' one of them said she passed the corn and bean fields so rapidly that she saw succotash.

A visitor to Peoria would scarcely believe that Ill. is a prairie state, and it is a joy to Illinoisans to coast the hills or see a landscape of twenty-five miles over the tree tops.

The Grand View Drive is especially picturesque, and leads to a most charming country club which overlooks the Ill. river from a height of perhaps 300 ft. Amid these delightful surroundings the ladies had dinner after their auto trip.

The table looked like a little Japanese park, with its cover of shining oak leaves, a punch bowl filled with wild flowers in the center, and pink daisies which seemed to grow from among the green at either end.

Twenty-eight ladies enjoyed that well-ordered repast and despite their many praises there was one complaint—the gentlemen ate by themselves—and only the orchestra made their hearts beat in unison. Mr. Baldwin gave a souvenir

Members of New Directory Illinois Ass'n.



Standing: J. E. Collins, Garrett; J. H. Graham, Durand; A. G. Tyng, Peoria; J. L. Brainerd, Springfield; H. T. Truby, Joliet.

Sitting: Vice Pres. H. A. Hillmer, Freeport; Sec'y S. W. Strong, Pontiac; Pres. Geo. D. Montelius, Piper City; Treas. H. I. Baldwin, Decatur.

spoon to each lady—a popular and lasting gift from the Ill. Grain Dealers Ass'n.

Mrs. Tyng had arranged to have each guest receive a lovely water color of the club house, done by Ronald Hargrane, an artist from Chicago. These served not only as place cards, but as a charming bit of color to take home and a memento of Mrs. Tyng's generous thoughtfulness.

Mesdames Hall, Tyng, Ridge and Roberts of Peoria, were true hostesses.

On Wednesday the ladies found time to send postcards to those "loved ones at home" before the boat ride on the Ill. river. The river is very wide this rainy season, the Peoria-ites had ordered their very best brand of weather; Mr. C. C. Miles, Mr. W. T. Cornelison and Mr. Dan Hall had some good stories to tell, and the boat ride was a great success.

Some day the Ill. dealers will find they can have a pleasure trip (despite Bert Boyd's assertion to the contrary) when they take their wives. The wives always have a jolly time and a finer sociability abounds. Last year eighty ladies attended the Ohio State meeting.

Mrs. Willis E. Shelden of Jackson, Michigan, Mrs. S. W. Strong of Pontiac, Mrs. M. L. Vehon of Chicago, Mrs. S. S. Tanner of Minier, and Mrs. C. S. Clark of the Grain Dealers Journal, all have the habit and recommend it.

Among the other ladies who attended were Mrs. R. G. Herron, Sidell; Mrs. C. L. Foucht, Rutland; Mrs. J. P. Shearer, Fairbury; Mrs. W. S. Potter, Buckingham; Mrs. W. M. Hirshy, Chicago; Mrs. Charles A. Burke, Mrs. M. H. Hurd, and Mrs. G. J. Siebens of Decatur; Mrs. R. T. Miles, Mrs. J. R. Wagner, Metamora; Mrs. C. M. Ricketts of Fisher, and Mrs. G. H. Ricketts of Claytonville; Mrs. W. A. Webb, Weldon; Miss Etta Quigg, Mrs. B. F. Quigg of Minier; Mrs. J. J. Quigg, Peoria; Mrs. J. Roe, Hayes; Eunice Bayer, Pontiac; Mrs. Andrew Drohon, Danvier; and Mrs. James Inkster, Hersher.

Imports and Exports of Beans.

Beans and dried peas amounting to 2,707,677 bus. were imported during the 10 months ended May 1; against 957,593 bus. during the corresponding period prior to May 1, 1908.

During the 10 months ended May 1 we exported 255,039 bus. of domestic and 55,643 bus. of foreign origin; compared with 272,054 bus. of domestic and 10,645 bus. of foreign origin during the corresponding period prior to May 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

An interesting feature of the import trade is the expected arrival this month of 75,000 bushels of Argentine wheat at Philadelphia, that will pay a duty of 25c per bushel. This is the first time Argentine wheat in quantity has come into this country.

There was a great increase in the Agricultural Bureau figures on wheat and corn acreage in 1901. Was it made to make the report agree with the census returns? The increase was 7,400,000 acres of wheat and 8,029,000 of corn over the 1900 figures of the Department of Agriculture. There has not been any material increase in wheat since. The census report was for the 1899 crop, but was not announced until 1901, hence the delay in correcting the returns. Next census will be on the 1909 crops. Will Secretary Wilson's figures be confirmed? —C. A. King & Co.

Wichita Grain Dealers "At Home."

The Wichita Board of Trade was "At Home" to the dealers of Mo., Kan., Okla. and Tex. in Wichita, Kan., June 15-16, from 5 a. m. Tuesday morning until 12 Wednesday night. The meeting was the largest ever held there, in point of attendance, and one of the most pleasing, for the Weather Comite appointed by W. F. McCullough, Pres. Wichita Board of Trade, exerted itself to the limit, and a day which started with rain and dismal doom was transformed into hot sunshine and a warm time.

Scores of dealers began to arrive in Wichita early Tuesday morning by trolley plugs, and two car loads of Kansas City dealers came in by the cinder route. When the thru trains from the South steamed into the western town, Oklahoma dealers headed by Secretary Prouty and Texas dealers with President Dorsey at the forefront, stormed the hotels. As soon as the morning meal was finished about 200 men and boys migrated toward the Wichita Board of Trade rooms, where they were registered and a badge hung upon each. During the badging operation Jack Macauley, Sec'y, passed around Havana cigars and the fog soon became so dense that many collisions were reported. Old friends met, new friends were made, sociability was practiced, and the meet was on.

At 2 p. m. Pres. McCullough sounded "Attention" and an army of grain dealers were marched double quick to Garfield Hall. Thirty minutes later he called the assemblage to order and in a few well chosen words bid everybody welcome. "Words of welcome are superfluous. We want to make this the largest meeting in numbers and enthusiasm which has ever been held. It gives me great pleasure to introduce to you a Kansan who really needs no introduction, Ex-Gov. Stanley."

Ex-Gov. Stanley: Gentlemen, we are glad, indeed, to see you here. We realize that you represent the greatest industry in the state of Kansas, that of the production of grain. Coburn tells me that this state produced 63,000,000 bus. of grain last year, worth approximately \$80,000,000, and yet many of us can remember when the locusts overran this fair state, and covered every quarter section like a shroud. Its transition from a desert to a fertile plain is far more wonderful than any fairy tale ever written. And we are going to make Wichita the greatest primary wheat market in the world, not in opposition to you men in Kansas City, but in spite of you.

Now, I have a secret which I am not supposed to mention, but since you are in the hands of that peerless entertainer, J. C. Robb, [Loud Applause] and if he can't show you a good time no one in Wichita can, I am going to tell you I have learned that J. C. Robb has 6 cases on ice, and if you don't get your share of it, it is your own fault.

Pres. R. E. Cox of the Kansas Grain Dealers Ass'n responded to Ex-Gov. Stanley.

At the close of his short address Mr. Cox was loudly cheered.

F. G. Crowell, Pres. of the Kansas City Board of Trade, was on the program for an address, but in his absence 2'd V. P. Moss took the stage like a veteran and boldly declared his sentiments in these words:

GRAIN CLUBS IN TERMINAL MARKETS

I would like to make a few remarks on the advisability of organizing grain clubs in terminal markets. We pay too much

attention to business and too little to sociability.

I had the pleasure of being one of the guests of the St. Louis Merchants' Exchange June 5, where sociability was ably discussed by the President of their Grain Club. I think it is a splendid idea. You get better acquainted with your competitors and get new ideas. Without friends and new ideas you might as well get out of the business.

It is the duty of all grain dealers to attend these social gatherings so that we may get better acquainted. It is more satisfactory to do business with a man you have met personally than by correspondence.

We should organize Social Clubs at all market centers. Get your members together every few weeks. I will venture the assertion that there is not a day goes by but what a man in any line of business learns something new.

On behalf of the members of the Kansas City Board of Trade, I want sincerely to thank the Wichita Board of Trade members for their kind invitation to visit them and am only sorry that more of our members could not avail themselves of the opportunity to be present. I hope we will have the pleasure of reciprocating in the near future, and please remember that our high string is out and we will feel honored by your presence at any time in Kansas City.

H. B. Dorsey: I was Sec'y of the Texas Grain Dealers Ass'n for more than 9 years, and I have been a worker, not a talker. It is not necessary for me to say that we appreciate to the fullest extent your welcome. It shows the good feeling existing between the different states when you invite us to come here. Down in our section we are short on grain because we have had no rain, and it will be necessary for us to do business with you. We come to you as a hungry people. While coming here on the train I noted your great fields and I wondered like the soliloquizer who heard of the marriage of Mr. Wheat and Miss Corn, "O, what will the Harvest be?" We will raise lots of cotton in our country and we will have money to pay for your grain, and I want to leave this word with the man who runs the country station: Conduct your business when we deal with you in such a manner that we will get what we buy, and there will be no trouble.

J. S. Hutchins: We Oklahomans certainly appreciate your invitation to meet you here and no one would appreciate it more or go farther to a meeting than the grain dealers of Okla.

Kansas Grain Rates was the subject assigned to Judge A. E. Helm and he spoke in part as follows:

EXPORT AND DOMESTIC GRAIN RATES.

As a general proposition it may be stated that under ordinary conditions the price which the American grain dealer and miller can pay the producer for his wheat is primarily determined by the price which prevails for the time being in the foreign market, less the cost of transportation from the point of origin to the foreign market; while the price of corn is ordinarily determined by the price at Chicago, less the cost of transportation to that market. There are, of course, exceptions to these general propositions growing out of local conditions at the point of origin. The reason for the general rule as applied to the price of wheat is found in the fact that the United States always produces more wheat than it consumes, but the influence of the market at home is not sufficient to control the foreign market, while in the case of corn the market of the United States controls that of the world. It therefore follows that the price which the grain dealer can pay for wheat at a primary market will be determined under ordinary conditions by the lowest freight rate which can be used from the point of origin through the primary market to a port for export, while the price of corn will more frequently be based upon the cost of transportation through the primary market to Chicago.

It will thus be seen that the ability of any primary market to handle the grain produced in any locality depends, not so much upon the local rate from the grain fields to the primary market as upon the relation of the through rates via such pri-

mary market to the ultimate market as compared with other rates through other primary markets to Chicago and to ports of export.

The competition between markets and the carrier serving them has in the past produced a great many bitter and far reaching rate wars. From the carriers' standpoint, grain is one of the most desirable commodities that is offered for transportation, and the desire to participate in as large a volume of this tonnage as possible has induced the carriers to resort to all manner of adjustment and application of their rates both in their published tariffs and in the granting of the former secret rates and rebates which were given to all large dealers before the same were prohibited by the act of congress.

Prior to about the year 1890 there was no difference between rates charged for domestic and export shipments. About that time the north and south roads running from Kansas City to Galveston and New Orleans in an effort to move grain tributary to their lines for export through the ports on the Gulf of Mexico, for the first time published a dual rate, making a rate for export corn 20c less than the domestic rate to these ports. The effect produced by the publishing of this low export rate was shown by the large increase in the amount of corn exported through these Gulf ports.

The same roads published an export rate on wheat 6c less than the domestic rate. On February 16, 1896. The East and West roads running between Chicago, St. Louis, and the ports on the Atlantic Ocean, which have always claimed the right to haul the grain from the territory east of the Rocky Mountains to the Atlantic ports for both domestic and export shipments, were not slow to observe the change made in the movement of export grain through the Southern ports, and in 1896 these lines published a special export rate lower than the domestic rate to the same points on the Atlantic Coast. The rates were later reduced by the published schedule as low as 10½c from St. Louis to Baltimore, Norfolk

and Newport News. The Gulf roads met these rates by a rate of 10c on all kinds of grain from Kansas City to Galveston for export. Since that time all roads have published export rates to Atlantic and Gulf ports lower than the domestic rates, and this practice may now be considered as a settled policy on the part of the carriers, tho the practice has never been entirely approved of by the Interstate Commerce Commission.

In the case of the New York Produce Exchange vs. New York C. & H. R. R. Co., the Commission decided that the proper way to make a rate to a foreign port was by adding the fluctuating ocean rate to a fixed inland rate; that usually this inland export rate should be the same as the domestic rate, and at the time of hearing no reason was shown for a different export rate at the port of New York.

In the case of the New York Board of Trade & Transportation vs. Pennsylvania R. R. Co., in which the matter of import rates were considered, the Commission announced its decision that the rate charged by the rail carrier from the port of entry to the inland destination must in all cases be the same upon merchandise originating at such port of entry as upon merchandise coming to that port from a foreign market.

The Supreme Court of the United States reversed this decision of the commissioners and held that a carrier might properly accept a division of a through rate from a foreign country to an inland point that was less than it charged on domestic shipments from the port of entry to the interior point. Since that decision, the Interstate Commerce Commission has felt obliged to apply the same principle in the regulating of export traffic, and holds that the Act to Regulate Commerce does not prohibit a rail carrier from making a through rate from a point within the United States to a foreign destination of which its division shall be less than the corresponding charge for domestic shipments, tho the Commission has repeatedly declared its opposition to the practice on

principle, and has more than once announced that it would not permit the practice to be continued as a permanent system if it had the power to prevent it.

I fully agree with the Commission that the practice is wrong in principle; that it is a gross injustice to American manufacturers and consumers to allow American railroads to perform a service for the foreigner for less than it charges our own people, for the same service. The principle applied to these export grain rates must work a great injury to American millers unless the export rate on flour is made to correspond with the export rate on wheat, and when this is done we are establishing a cheaper price for our food products to the foreign consumer than is charged to our people at home. Yet we complain of the cheap wages paid to foreign laborers and enact protective tariff laws to enable the American manufacturer to compete with the products of foreign manufacturers, while by our system of railroad tariffs we reduce the cost of living to the foreign laborer and thus directly contribute to the ability of the foreigner to undersell his American rival in our own markets.

Both the foreigner and the American are engaged in the production of articles sold in the same market, either abroad or in the United States. "If the Englishman can procure the necessities of life cheaper than his American competitor, that gives him the advantage. A few cents per hundred pounds in the price of his flour would not of itself be a matter of great consequence, but the same sort of a preference applied to all articles which enter into his daily support, as well as to the product of his labor, may determine whether he or the American can manufacture for our own market."

The true principle of rate making requires that rates should be based upon the cost of service from the place of production to the nearest port of export and the rate to such port should be the same for both export and domestic shipments, and no intermediate point should be charged a high-



Texas Grain Dealers at Mineral Wells June 4, 1909.

er rate than the through rates from the farthest point. In no other way can each section of the country be given the benefits of its own location which it is by nature entitled to enjoy.

The members of the Wichita Board of Trade realizing the advantages that would inure to themselves and their patrons by the adjustment of grain rates upon this natural basis have aided in presenting the matter in a number of cases to the Interstate Commerce Commission with the result that orders have been made requiring the carriers to apply a lower rate by the direct route from the Kansas wheat fields to Gulf ports for export and to Texas group points than is charged via the Missouri River, and such rates now apply through Wichita and the South on nearly all the roads in this state. The new basis of rates has been of great benefit to the Kansas grain growers as well as to the grain dealers of the state; but the reductions so far secured are not considered adequate and do not apply over all lines, and this market is still deprived of many privileges such as the granting of elevator allowances and the right to use in billing for shipments out over any road without regard to the road which originated the tonnage. These privileges are freely accorded by the carriers to the markets located on the Missouri River and at other places and should be allowed to the Wichita market. A just and reasonable rate based upon the cost of service to the carriers would require a still further reduction in the measure of the rate from Kansas and Oklahoma points to the South on both export and domestic shipments.

The grain men of Kansas and Oklahoma should unite their efforts and persist in their demands for fair and equal treatment at the hands of the carriers. In doing this you are not asking that you shall be accorded any special favors or advantages. Neither the grain men nor the farmers of Kansas and Oklahoma have ever demanded that they should be considered as favored communities; but they do insist, and have a right to insist, that they shall receive the advantage of their natural location, and that rates shall not be adjusted on a basis to discriminate against them so as to prevent our markets from participating in the business which is naturally tributary to such markets. By insisting upon your rights in this regard, you are not actuated by any desire to deprive your competitors of any rights or advantages which naturally belong to them, but are only insisting upon a square deal for yourselves, and by doing so your success will not only contribute to the enlargement and prosperity of your own business but will add greatly to the wealth and permanent prosperity of the people of the state at large, who will not withhold from you their appreciation of your efforts in your behalf.

In the absence of Charles S. Clark of Chicago, who had been assigned the subject, "Sociability," J. Ralph Pickell, representing the Grain Dealers Journal, spoke for twenty minutes. The meeting was then adjourned, after the dealers were told to meet at Wonderland Park in the evening.

Wonderland Park.

Wonderland Park is like many other amusement parks over the country. There is the coaster, whirligig, fountains, statuary, merry-go-round and many other devices to stir the imagination and make sluggish blood run fast, but few parks have King Dodo. This excellent open air show was paraphrased for the benefit of the grain dealers, who were given the best seats beneath the dome of the sky. The Chorus Girls were the choice of 500 and 'tis said they were beauties. Fordyce Logan, Herman Probst, Sec'y Smiley, Fire Insurance Sloan and J. C. Robb occupied the front seats, and during an intermission of 30 minutes between the first and second acts, they held them [the seats] while the rest of the audience snickered about the park.

Wonderland Park was open to the dealers. The red badge of the visitors and the blue badge of the Wichita Board of Trade members, when worn conspicuously upon the coat, was better than a railroad pass or a telegraph frank. Not only was everything in Wichita turned over to the dealers, but several things

which were not supposed to be in the dry town added zest to the celebration.

Thursday Morning.

Thursday morning at 9 two large street cars with trailers were rolled to the corner of Douglas and Main, and boarded by two hundred celebrators. For two hours the cars trailed around the city, thru the business district, into the residence portion of the city, across the muddy Arkansas and back again to the starting point. J. R. Tomlin's wire was afterwards visited for market reports, and then everybody got ready to root at the ball game in the afternoon.

Ball Game.

Special cars were again boarded at 2 p. m. and the thirty minute ride to the ball park was on. The representative of the Grain Dealers Journal gave each dealer a mocking bird whistle which was properly tuned by the time the ball park was reached. The ball game was between Wichita and Denver, members of the Western League. The climax was apparently put on for the dealers, who were rooting for Wichita,—with some exceptions. Wichita was in the foreground until the last half of the ninth inning, when some mighty modern Casey "basted a pippin" over the fence, and three heroes scampered to the plate, winning the game for the home team.

It is not within the limits of this chronicle to print all that happened during the ball game. Journal whistles were blown, pop bottles were exploded, Sunny Jim Hutchins bursted a vocal chord and a purse string, Sec'y Smiley got nine applications for membership, but became so excited at the close of the contest that he jammed them into the pocket of Pres. Cox. Mr. Cox rolled them into a ball and threw out Sec'y Prouty. The applications were finally recovered, but when found were serving as stopper for a whisky bottle in "Room 26."

The Banquet.

Two things were sure to make the banquet a success. J. C. Robb was toastmaster, and the menu was the following:

The Menu.

Strawberries (Iced)	
Fillet of White Fish	Maitre de Hotel
Shoe String Potatoes	
Olives	New Radishes
Creamed Chicken on Toast	
New Potatoes in Cream	
Asparagus on Toast	
Cherry Sherbet	
Tomatoes with Mayonnaise	on Lettuce
Newport Flakes	
Tutti Frutti Ice Cream	Assorted Cakes
Edam Cheese	Salted Wafers
Cafe Noir	Cigars

The handsome club room of the Chamber of Commerce was beautifully decorated and there was a grain dealer for every one of the 250 plates, with the exception of ladies, who added beauty and dignity to the occasion. After the menu was finished, the tables cleared and the cigars passed, J. C. Robb secured the attention of the dealers and introduced Wm. Murphy in a neat speech. Mr. Murphy responded in his happy Swedish vein.

H. J. Allen, an orator and a politician of some repute, talked on Prosperity.

H. B. Dorsey then told the dealers a few funny stories and asked for the sympathy of those present on account of the financial loss he sustained at the ball game in the afternoon.

Wm. Parrott, railroad man and officio in charge of room 26, sang one song so well he was forced to render another.

W. A. McGowan, who continues to add to his reputation as a story teller, elab-

orated upon the theme of "Mother, Home and Welcome."

After fanning himself vigorously for fifteen minutes, H. F. Probst, amid salvos and hurrahs, delivered himself of this weighty speech on airships and options:

OPTION AIR SHIP.

I am very much pleased to be called upon to say a few words at this social gathering. As you are all aware, the market has been so feverish, and on account of that temperature, I have nothing prepared.

The past grain season will go down in history as the Patten year. He has been very successful. Compare him with other leaders. I will not miss it far, if I compare the option market with an air ship, ancient and modern. Take the option air ship of Jo Leiter with parachute dingus composed of his father's millions. He sailed up in the high altitude around the Rounda of the Chicago Board of Trade and a red chalk mark can still be seen in the sky attached to which is a tag marked \$1.80. A great many of us, including our farmer friends, rode up in the basket and skimmed the cream of the milky way. Fortunate were they who knew when they had enough, and got out of the basket before this great gas bag collapsed and descended in a perpendicular line with great speed and velocity.

The air ship preceded some, others preceded the air ship. In both instances the result was the same. It filled Chicago with financial cripples and corpses. Jo Leiter was caught under his air ship, and in an effort to extract himself, entertained a horrible fear that he paid for the farmer's creation.

Last fall Patten said if we would keep on feeding the Europeans our wheat we would starve ourselves. Jim and I and a great many other noted grain men and statesmen put our heads together and voted it should not be, and soon we had recourse to an air ship.

We just put the market out of reach of the Foreign herd, but as they became hungry they went to buying at the higher prices. When they became quiet, Jim Patten took his hands off the market in order to spit on them to get a new hold, the air ship descended, crippling some and jarring some of the men in his own basket, who jumped overboard and left Jim heir-apparent to all their belongings.

J. S. Hutchins and E. J. Smiley and W. F. McCullough then spoke tender words which evoked applause and the banquet ended. Two hundred fifty roasting but happy diners left the banquet hall, glad that they had been there. The "At Home" fete was over. All had a good time, no one was hurt and Wichita made many friends.

Convention Notes.

Knutte Murphy carried around a pocket full of puzzles.

J. C. Robb presented visitors with a souvenir key chain.

E. G. Rall distributed clever little score cards which were used handily at the ball game.

Every grain dealer present wanted a wheat spike or corn nubbins from the Grain Dealers Journal.

Horace Miller, C. P. Moss and E. J. Smiley left the Convention in an automobile for a trip over the state.

Representatives of E. R. & D. C. Kolp distributed pasteboard snappers which lent much noise to the ball game.

The J. R. Williamson Grain Co. was very thoughtful when it issued a time card and guide to the city. The only thing omitted was the shortest route to room 26.

No market was more worthily represented than New Orleans, which sent its Chief Grain Inspector, W. L. Richeson, and R. C. Jordan, Mgr. of the I. C. Elevators.

The railroad men were C. E. Perkins, from St. Louis; K. M. Wharry, H. C. Wilson, W. E. Parrott, T. B. Moss, J. L. Marens, W. A. McGowan, all from Kansas City.

Among other decorations worn were large celluloid "Cheer Up" badges distributed by the McCullough Grain Co.

It is estimated that several hundred cheerful dollars changed hands on the outcome of the ball game. Sunny Jim was the heaviest plunger.

Texas was represented by H. B. Dorsey, E. G. Rail, J. G. Smith, T. G. Moore, Ira Updike and K. F. Dazey, from Fort Worth; R. A. Chapman, Sherman; T. C. Dick, McPherson.

The machinery men were H. R. Williams, F. E. Lehman, B. P. Ordway, of the Avery Scale Co.; A. Barry, with Richardson Scale Co.; F. J. Murphy of the Invincible Grain Cleaner Co., all from Kansas City. The Standard Computing Wagon Scales Co. of Chandler, Okla., was represented by A. A. Moscho, S. M. Boling and P. J. Allen.

The Oklahoma dealers present were J. S. Hutchins, Ponca City; C. F. Prouty, Enid; G. M. Cassity, Tonkawa; J. T. Stout, Deer Creek; B. J. Allen, Chandler; J. H. Shaw, Enid; G. H. Johnson and E. B. Wolfe, Comanche; W. A. Clark, Capron; A. R. Hacker, Elreno; W. E. Smith, Walter; H. E. Horne, Braman; C. V. Topping and A. M. Kelse, Oklahoma City; John Weisthaven, Kremlin; A. A. Moscho and S. M. Boling, Chandler; W. S. Grubb, Enid; A. Settergreen, Lamont.

Kansas City was represented by F. M. Corbin, F. C. Hoose of Missouri Grain Co.; W. B. Lincoln, F. L. Ferguson with A. C. Davis & Co.; J. L. Root, L. A. Davis, D. L. Croysdale, of Croysdale Grain Co.; A. L. Ernst, Pres. Ernst-Davis Grain Co.; J. T. Snodgrass, Vic. Lichtig with Henry Lichtig Grain Co.; G. A. Aylsworth, D. C. Hauck with Moore-Lawless Grain Co.; W. W. Simmons with Ernst-Davis Grain Co.; H. G. Miller with Thresher-Fuller Grain Co.; P. B. Harper with Simonds-Shields Grain Co.; Knute Murphy, C. P. Moss with Moss Grain Co.; W. H. Wallborn, O. D. Bonham, B. Evans, T. P. Evans, Paul Uhlman and bride, Martin Hicks, T. T. Logan.

A report of the meeting without a history of "Room 26" would be like lemonade without sugar. Room 26, the great White Way in Wichita, happened to be in this way. Some years ago the good citizens of Kansas made the state a prohibition country. Kansas believes in producing grain, and its fertile fields compare favorably in production with any state in the Union, but its citizens believe that the cereals are better unfarmed. They did not reckon, however, with I. C. Robb. He knows where beer and its kindred drinks are brewed and being a politician he knows the ways of the Mayor and Chief Police. The beer and ice were at hand, but where should they open up the dispensary. Rooms were scarce in Wichita and W. L. Richeson, Chief Inspector at the Port of New Orleans, being a handsome man, was given the best at the Hamilton Hotel, Room 26. He was congratulating himself upon his good luck when Robb heard of it and promptly ordered his emissaries forward. When the strategic move was over "Room 26" was transformed. The bath tub was filled with ice, cases of beer were encased and a pillow case was wrapped around the abdomen of Wm. Parrott. Corks began to pop and prohibition was resubmitted. Chief Richeson did not henceforth occupy his room. No one knows where he slept.

Among the Kansas dealers present were: Bert Ainsworth, Rydal; C. S. Almond, Is-

abel; C. D. Allen, Cherryvale; J. A. Armour, Bentley; W. A. Adam, Ewell; J. M. Black, Lebo; M. N. Brown, Haverhill; E. E. Baird, Zenda; J. K. Bair, Topeka.

W. R. Coffey, New Salem; H. S. Crawford, Stafford; R. E. Cox, Elsmore; G. W. Countryman, Viola; W. L. Carter, Mackville; C. Carey, Sylvia; W. E. Clark, Sawyer; M. Crowell, Bushton.

H. T. Eames, Arkansas City; E. A. Fulcomer, Belleville; R. H. Farr, Whitewater.

J. C. Goering, F. F. Regier and J. E. Stucky, Mound Ridge; N. E. Gailer, Otis; F. Gillett, Sawyer; A. C. Gunter, Udall.

H. H. Hill, Arkansas City; S. E. Hunt, Wellsville; J. C. Haines, Augusta; E. J. Hoisington, Harper; J. R. Hargis, Hazelton.

F. A. James, Burden; R. J. Johnston, Lyons; O. J. Johnson, Lorain.

L. M. Krause, Otis; John Klier, Emporia; B. F. Kelsey, Oxford; C. Knox, Belle Plaine; J. B. Keely, Sterling.

J. A. Lyons, Langdon; M. J. Lane, Kiowa.

A. E. Miller, Seward; G. B. Miller, Bushton; H. I. Merrill, Furley; J. H. Magruder, Cairo.

Jas. O'Neill, Mullinville; John Pankratz, Norwich; H. F. Probst, Arkansas City.

John Rawlins, Winfield; L. E. Raymond, Douglas.

E. J. Smiley, Topeka; N. Smith, Riverdale; W. M. Shaak, Sterling; J. F. Schmidt, Geneseo; W. J. Straley, Frederick; B. F. Stephens, Canton; W. W. Smith, Hollywood; A. R. Stockton, Ashton; A. W. Steen, Protection; A. Steckel, Preston.

A. W. Wickham, Salina; T. F. Weihe, Bushton; C. A. Wallingford, Ashland; G. G. Weichen, Garden Plains.

New Tariffs on Seeds.

Pere M, ICC No 2119, seeds, C L, from Chicago, Ill., to Halifax, N. S., and St. Johns, N. B., 40c; effective July 22.

Gt Nor, Sup 5 to ICC No A2916, timothy seed, C L, from St. Paul, Minneapolis, Minnesota Transfer to Duluth, Minn., and Superior, Wis., 10c; effective July 18.

Nor Pac, Sup 34 to ICC No A3075, timothy seed, C L, from St. Paul, Minneapolis, Minnesota Transfer to Duluth, Minn., and Superior, Wis., 10c; effective July 18.

C M & St, P, Sup 5 to ICC No B1267, flax or millet seed and articles taking same rates, C L, between stations on C M & St P and Chicago, Ill., Duluth, St. Paul, Minn., and rate points; effective July 10.

Minn & St L Sup 33 to ICC No 1485, flax and millet seed, grain and grain products, C L, between Chicago, Ill., Milwaukee, Wis., Peoria, Ill., or common points and stations on Minn & St L Iowa Cent and connections; effective July 27.

I can't get along without the Grain Dealers Journal.—J. S. Phillips, Tontogany, O.

Agosta, O.—If hay is removed in time we ought to have some clover seed.—C. O. Barnhouse.

New York exported and imported no clover seed the past week. Exports of timothy seed were 477 bags.

Toledo receipts of clover seed for the week ending June 19 were 306 bags, against none a year ago; shipments none.

I find the Grain Dealers Journal very valuable and I would not be without it for twice the price, as I read it with interest and receive much valuable information.—W. J. Massey, Price, Md.

I have been a reader of the Grain Dealers Journal for quite a while and am always well pleased to receive a copy and get the news from other localities in regard to crops, improvements, and Supreme Court decisions.—W. T. Garner, Crossville, Ill.

O. S. Jones & Co., seed dealers of Madison, S. D., are erecting a 4 story seed storage house and business building at Sioux Falls, S. D. The bins and floors will be of reinforced concrete and the front of stone. It will cover a ground area of 44x150 ft., and will be completed in the fall.

Seeds

The Michigan Seed and Implement Co. has been incorporated at Grand Rapids, Mich. The capital stock is \$5,000, and the incorporators are Henry T. Heald, Thomas P. Bradford, Clara Smith and Henry T. Heald, trustee.

The condition of blue grass is lower than a year ago in every state reported upon by the U. S. Dept. of Agri. June 1. In Kentucky the condition was 90% against 100 a year ago. Iowa, Wisconsin, Illinois, Indiana and Ohio also report a condition of 90%, the condition in the three last named having been 97 a year ago. Nebraska shows the lowest condition, 85%, against 97 last year. The condition of alfalfa for the entire country is placed at 89.3, against 88.9 a year ago.

Clover seed is not on an aeroplane basis. Prices look low compared with some recent seasons, but are materially higher than the low of last year. The last crop was a very large one in United States and France, and there has been a liberal surplus carried over, mostly in farmers' hands. Next crop in Ohio, Indiana and Michigan, the three largest producers, will be short, better than some expected a while ago, but this will be an open question for several months.—C. A. King & Co.

Exports of seeds during the 10 months prior to May 1 included 15,932,900 lbs. clover seed, 22,406,200 lbs. timothy seed, other grass seeds valued at \$437,500 and 882,800 bus. flaxseed, against 3,536,000 lbs. clover seed, 24,678,600 lbs. timothy seed, other grass seeds valued at \$484,800 and 4,239,000 bus. flaxseed, during the corresponding months of 1907-8, as reported by O. P. Austin, chief of the Bureau of Statistics. Imports of clover seed for the 10 months have been 12,413,723 lbs., against 19,055,000 lbs. for the corresponding 10 months of 1907-8.

Chicago received during the week ending June 19, 255,820 lbs. timothy seed, 7,900 lbs. clover seed, 80,000 lbs. other grass seeds and 11,000 bus. flaxseed; against 186,500 lbs. timothy seed, no clover seed, 31,760 lbs. other grass seeds, and 20,000 bus. flaxseed during the corresponding week of last year. Shipments for the week have been 39,800 lbs. timothy seed, no clover seed, 252,000 lbs. other grass seeds and no flaxseed, against 97,300 lbs. timothy seed, 40,000 lbs. clover seed, 135,600 lbs. other grass seeds and no flaxseed during the corresponding week of last year.

An Indiana dealer writes J. F. Zahm & Co.: We consider the prospect for a clover and seed crop in Newton county at way less than a quarter crop. Clover sowed this spring looking fine and an immense acreage. Myself and party drove 10 miles Sunday and saw one old clover field standing and that of only 20 acres. Lots of fields plowed late and sowed to clover. This county last year made an average of 2 bus. per acre. One dealer in Brook has 300 bus. saved over. Some farmers have from 5 to 20 bus. held over; 75 per cent of them none at all. Judging the clover crop from outlook in Newton County and counting on good seed crop for second cutting, the local demand will not nearly be satisfied for next spring's sowing.

Grain Trade News

ARKANSAS.

LITTLE ROCK LETTER.

J. T. Greenfield, V. P. of the T. H. Bunch Co., is in Arizona for his health.

The Darragh Warehouse Co. has built a chop plant in connection with its warehouse.

Have had a better biz. than last year. Crop is a little later but corn looks good.—C. E. Smith.

A. L. Deibel, grain broker, was fined \$25 in police court, June 19, on a charge of non-payment of license.

During a recent storm, lightning struck the water reservoir at the eltr. of the T. H. Bunch Co., splintered the pole and tore off the metal sheeting on the top, but did no other damage.

The Little Rock Board of Trade with which the grain men affiliate will move at once into its new building erected on the site of the one burned Dec. 23, 1908. The building is a four-story brick structure, modern in every particular.

Louisiana will raise enough corn to ship grain out of the State. Most of this will go to New Orleans and Little Rock dealers expect it to be handled thru this point. The acreage is at least 75% larger than last year and the corn looks fine. Crops reported about normal in Ark.

Little Rock is an important distributing point because little grain is raised in the State. The farmers who work the fertile soil of this State find it more profitable to produce rice and cotton. Many rice mills will be built in Arkansas this summer and grain men are getting ready to handle it in connection with other cereals. A large percentage of the grain handled in Little Rock goes thru the eltr. of T. H. Bunch. But every dealer in Little Rock seems to be doing some business.

CALIFORNIA.

San Francisco, Cal.—Clemens, Horst Co. has made complaint to the Interstate Commerce Commission against the charge of 7 cents by the Southern Pacific Co. for moving barley from Port Costa to Sacramento on a thru shipment to Milwaukee, Wis. On the three carloads shipped the plaintiff asks \$111 reparation.

CANADA.

Carstairs, Alta.—The Alberta Grain Co. will build an eltr.

Carlyle, Sask.—S. J. Kent is building a 30,000-bu. eltr.—R. F. R.

Winnipeg, Man.—The Spencer Grain Co. has registered partnership.

Harris, Sask.—The Goose Lake Grain & Lumber Co. is building an eltr.

Raymond, Alta.—The Alberta Pacific Eltr. Co., Ltd., is building an eltr.

Arcola, Sask.—The Northern Eltr. was damaged by fire June 17.—R. F. R.

Ellerslie, Alta.—The Brackman-Ker Co. has begun the erection of a 35,000-bu. eltr.

Cory, Sask.—The Saskatoon Milling & Eltr. Co. has bot the Leslie-Wilson eltr. here.—R. F. R.

Calgary, Alta.—Since June 1 our head office has been here instead of at Strathcona.—The Alberta Grain Co.

Regina, Sask.—Cook & Vanson have made an offer to the council to build a 300,000-bu. eltr. and a 1,000-bbl. mill if given a site.

Daysland, Alta.—The Alberta Pacific Eltr. Co. has sold its warehouses here and at Strome and will at once erect eltrs. in their stead.—R. F. R.

Saskatoon, Sask.—The Western Eltr. Co. of this city has decided to build a string of eltrs. east and west from this point, each eltr. to have 40,000 bus. capacity.—R. F. R.

Edmonton, Alta.—J. Gillespie, grain dealer of this city, has purchased the eltrs. at Chipman and Spruce Grove, and now owns five eltrs. in the vicinity of Edmonton.—R. F. R.

Rodney, Ont.—Wm. Tolmee & Co. have been given judgment for \$864 against the Michigan Central Railroad Co., which delivered a car of wheat to Henry Hollingshead without payment of draft against B/L.

Rapid City, Man.—George McCulloch & Sons of Souris have taken over the mill at this place of W. J. Lindsay & Co. and contemplate building an oatmeal mill and establishing a general eltr. business.

Neepawa, Man.—The Dow Oatmeal Milling Co. has decided to build an eltr. here this summer, on account of the superior grade of milling oats shipped to the firm from this point by its buyer here, C. E. Crawford.

Winnipeg, Man.—W. J. Bettingen & Co. have plans for eltrs. to be erected this summer at Carstairs, Crossfield, Strathmore, Gleichen, High River, Cayley, Nanton, Parkland and Warner, in Alberta.—R. F. R.

Calgary, Alta.—Besides the Alberta Grain Co. of Strathcona, the Sunny Belt Grain Co. of Lethbridge, and Randall, Gee & Mitchell of Edmonton, all largely interested in the Alberta grain trade, have transferred their head offices to this city.

Saskatoon, Sask.—The Saskatoon Milling & Eltr. Co. has decided to build a string of eltrs. along the Goose Lake line of the C. N. R. A 30,000-bu. eltr. is now under construction at Zealandia, while others will be built at Vanscoy and Harris. Excellent prospects for this year's crop hastened the company's decision to build these eltrs. as feeders for its principal mill.

Fort William, Ont.—Of the six new eltrs. that will increase the total eltr. capacity of this city to 25,000,000 bus., three are now under construction, those of the Empire, the Western and the Grand Trunk Pacific companies. The Ogilvie Flour Mills Co. will soon begin a 300,000-bu. eltr. it had not intended to build until next year; but the rapid increase of its western business made immediate construction necessary. The Consolidated Eltr. Co. has let the contract to James Stewart & Co. for the erection of a million-bu. reinforced concrete addition to cost \$275,000 to double

the company's storage capacity at the head of the lakes. Work will begin this year, so the structure will be ready for use early in the spring. D. W. Black of Winnipeg (Muirhead & Black) has closed a deal for a site with 200 ft. frontage, on which to build a cleaning eltr. capable of treating all kinds of diseased and injured wheat; capacity, 150,000 bus.

CHICAGO.

Memberships in the Board of Trade are in better demand and are now selling at \$2,400.

The Calumet Cereal Co. has taken over property with factory improvements in Thornton Twp.; price, \$50,000.

Many members are signing a petition to the directors to close the Board of Trade Saturday, July 3 as well as July 5.

W. W. Sylvester of Spencer, Ia., formerly with DeWolf & Wells Co., now represents T. E. Wells & Co., in Iowa.

W. W. Mudge, formerly of Homer, Ill., and at one time a partner of Milmine, Bodman & Co., is now on the road for Young & Co.

Creditors of Augustus Nohe, whose "failure" gave him considerable notoriety 3 months ago, have petitioned the court to declare him bankrupt.

The work of the United States weather bureau was unanimously approved recently by the directors of the Board of Trade, who condemn a magazine article attacking the bureau.

The American Trust & Savings Bank has been appointed receiver for the United Cereal Co. Liabilities, \$40,000; assets, \$10,000. The company operated mills at Peru, Ill., and Riverside, Ia.

Anthony J. Hahn, a bookkeeper for Knight-McDougal and a brother of Joseph Hahn the corn trader, died recently in a Chicago hospital, the day after he had suffered an operation for the removal of a goiter.

A compromise wage scale was agreed upon June 15 by representatives of the grain eltr. operators and the grain handlers' union, whereby wages remain the same and the employers are permitted to make 8 or 10 hours a day's work.

Fire, supposed to have started with an explosion of dust in the eltr. of A. F. Walthier in Englewood, June 21, destroyed the building used for grain and hay storage, damaged by a blaze May 17. Mr. Walthier estimates his loss at \$110,000. Insurance, \$10,550.

In a suit brot by the Merchants Grain Co. to recover \$5,123 from A. H. Pierson and A. C. Wendell, Judge Goings of the municipal court on June 12 decided that dealing in those forms of grain indemnity known as "ups" and "downs" is contrary to the Illinois statute. Plaintiff believes that its commissions are legal and will appeal.

In the suit by the estate of Medora G. Thompson against A. O. Slaughter & Co. the Supreme Court of Illinois on June 16 decided that to make a transaction in stocks gambling it must appear that neither party intended the stocks to be delivered or intended an actual purchase and sale, but that both had the intention of settling in differences only.

For the first time in its history the Chicago Stock Exchange now gives promise of substantial future growth, commensurate with the increase in wealth centered here. Some leading corporations are establishing stock transfer offices at Chicago as well as at New York. Memberships in the exchange are advanc-

ing in price. One was purchased recently by George E. Marcy, pres. of the Armour Grain Co., for \$1,800.

Membership in the Board of Trade has been applied for by Warren Edward Morris, Edward Taylor Campbell, Thos. A. Grier, Albert H. Moberg, Edgar D. Rieser and Frank N. Thayer. Application for transfer of membership has been made by Daniel C. Miller, Arthur L. Mills, Delos W. Cooke, Norman W. Bartlett, Wm. Douglas, Fred S. Osborne, David Oliver, Jr., and Stephen L. Ruffy. The directors recently admitted to membership Walter C. Hoff, Martin L. Williams, and Charles D. Atwood. The directors have offered \$2,250 for memberships.

L. L. Druley of Estherville, Ia., has been employed by J. H. Dole & Co. to represent them as traveling solicitor in Minnesota and Dakota. The firm is fortunate in securing the services of Mr. Druley, who is a very pleasant gentleman of considerable experience in the grain trade, having for many years operated country grain elevators, and also was for several years assistant cashier of the State Bank of Estherville, and has a wide circle of friends in the grain trade, who will be pleased to know he has connected himself with the oldest grain receiving commission house on the Chicago exchange.

COLORADO.

Haxtum, Colo.—The O. L. Mitten Grain Co. of Wray, Colo., has purchased the Painter eltr. here and will overhaul it to put it in good condition for the new crop.

Denver, Colo.—The Harrington-Plummer Merc. Co. is defendant in a suit brought by Geo. McCarroll, who alleges that corn chop sold him contained salt. Defendants had no knowledge that the feed contained salt; and it is alleged J. D. Best Co. is responsible for the adulteration.

IDAHO.

Thornton, Ida.—T. I. Hubbell, mgr., has purchased a Hall Signaling Grain Distributor.

Cottonwood, Ida.—The Idaho County Farmers' Educational & Co-op. Union has ordered 3 carloads of grain bags of the Bemis Bag Co.

Nez Perce, Ida.—The two grain warehouses the Nez Perce-Rochdale Co. will build here and at Mohler, will each have a capacity of 65,000 bus.

Boise, Ida.—Smith & Co. are building a 70,000-bu. eltr. and a large fireproof brick building for grain and seed cleaning, feed grinding, and barley rolling.

Gooding, Ida.—J. K. Mullen, O. L. Malo, and Joseph E. O'Connor of Denver and B. F. Hottel of Fort Collins, Colo., have purchased a block of ground on the Oregon Short Line's right-of-way, on which to build a grain eltr. and a mill to cost over \$100,000, work to begin this fall.

ILLINOIS.

Maroa, Ill.—Newman & James have succeeded Elliott James.

Mineral, Ill.—The Mineral Grain Co. has installed an automatic scale.

Washington, Ill.—Ream & Andrews are building an addition to their eltr.

Willey, Ill.—Twist Bros. have begun rebuilding their eltr., burned May 11.

Heeman, Ill.—Scott & Smith have sold their eltr. to Victor Dewein, of Warrensburg.

Sheldon, Ill.—An Ellis Cold Air Grain Drier is being installed by the Cleveland Grain Co.

Toulon, Ill.—Davis Bros. of Arthur have bot the eltr. of T. H. Johnson, who died recently.

Assumption, Ill.—Farmers are building an eltr. here.—L. A. Tripp, Assumption Grain Co.

Athens, Ill.—We are installing a new Avery Automatic Scale in our eltr.—Farmers' Eltr. Co.

La Place, Ill.—Chapman Bros. & Wilson are remodeling their eltr. at a cost of \$6,000 to \$6,500.

Mill Shoals, Ill.—The Mill Shoals Eltr. Co. is building a 20,000-bu. cribbed annex for ear corn.

Le Roy, Ill.—Benjamin Baker has leased the eltr. of E. R. Ratliff, who will remain as mgr.

Pesotum, Ill.—Kleiss & Gilles will add 8,000-bu. cribbed storage and install an additional dump and leg.

Victoria, Ill.—I am installing a new 7-in. 12-duct. Hall Distributor, also a new manlift.—Frank Sellers.

Thomasboro, Ill.—A. N. Duvall has succeeded C. E. Babb as mgr. of the Thomasboro Grain Lbr. & Coal Co.

Pierson, Ill.—Pierson Grain Co. has changed location of power house and installed new 25-h.p. gasoline engine.

Ransom, Ill.—The Farmers' Eltr. Co. is building a concrete engine house and will install a 20-h. p. gasoline engine.

Decatur, Ill.—The office of the Cincinnati Grain Co. at this place was discontinued June 1.—Peter Van Leunen.

Decatur, Ill.—T. E. Samuel, formerly a local buyer at Boswell, Ind., is now sending out bids for The Early & Daniel Co.

Reddick, Ill.—The eltr. owned by Colby & Ferris has been sold to Rich & Ferris. Mr. W. E. Rich is located at Kankakee.

Adeline, Ill.—The Neola Eltr. Co. is planning several improvements for its house here. Concrete floors will be laid.

Minier, Ill.—Quigg, Railsback & Co. will build 3 15,000-bu. eltrs. on the Illinois Traction between Lincoln and Mackinaw.

Wyoming, Ill.—Code, Klock & Co. have succeeded Code & Wrigley and Frank Hall & Co., and will operate both eltrs.

Ivesdale, Ill.—The Farmers' Eltr. Co. is having its house covered with sheet iron to protect it from fire.

Arenzville, Ill.—The Corno Mills Co. has bot a site on which to build a large eltr. that will double the capacity of the mills.

Petersburg, Ill.—I have taken the position of mgr. of the eltr. of the Five Point Grain Co.—J. Colby Beckman, sec'y and treas.

Buckley, Ill.—C. E. Babb and William Krumwiede have bot the eltr. of L. W. Singleton & Co. and have taken possession.

Alton, Ill.—The Stanard-Tilton Milling Co. of St. Louis, has let the contract for the erection here of 4 grain tanks; capacity, 100,000 bus.

Peoria, Ill.—The Smith-Hippen Grain Co. has begun erecting eltrs. along the Hennepin Canal feeder. The first eltr. is being built at Mile 9 and others will be built at Mile 16 and Mile 26 on the feeder. On the main line grain houses will be erected at Geneseo and Wyanet.

Saybrook, Ill.—The Saybrook Grain & Coal Co. has bot the eltr. of J. E. Tjardes. The transfer will go into effect July 1.

Seneca, Ill.—An electric motor has been installed at the eltr. of the M. J. Hogan Grain Co., replacing a gasoline engine.

Yorkville, Ill.—G. O. Corzine of Assumption, Ill., has been engaged to manage the eltr. the farmers' company will open soon.

Chestnut, Ill.—I have purchased the eltr. property of C. H. Ruple and will take possession July 1.—F. W. Obermiller, Mt. Pulaski, Ill.

Brimfield, Ill.—The Brimfield Eltr. Co. is installing a new 15-h. p. gasoline engine, and is putting a cement approach to the eltr.—R. B. Catton.

Champaign, Ill.—Marfield, Tearse & Noyes, the Chicago grain commission merchants, have opened an office in this city, in charge of F. H. Hunting.

Carrollton, Ill.—Thomas Hynes, Dan Lunneen and Charles H. Slone have formed a partnership and leased a building to engage in the grain business.

Eldred, Ill.—W. C. Field of Owensville, Ind., has bot the eltr. of the Advance Mill & Eltr. Co. that succeeded Hussey & Co., and will move his family here.

Lovington, Ill.—The Lovington Grain Co. has closed a deal with M. C. Davenport to take charge of the eltr. of M. C. Davenport & Co., with J. D. Mitchell as mgr. and buyer.

Roby, Ill.—Roby Grain Co., incorporated by L. R. Grange, A. J. Ross, J. J. Green and others, to deal in grain, farm implements, coal, lumber and general merchandise; capital, \$2,500.

Steward, Ill.—Steward Farmers Eltr. Co., incorporated to deal in grain, lumber, coal, cement, machinery, live stock; capital, \$12,000; incorporators, L. R. Grimes, E. L. Thorp and L. A. Parker.

Tolono, Ill.—Work has begun on the 20,000-bu. addition to the eltr. of A. H. Edwards and is progressing rapidly. Every effort is being made to complete the building to handle the coming crop.

Teheran, Ill.—McFadden & Co.'s new 20,000-bu. eltr. here on the Ill. Cent. R. R. is a cribbed structure, iron clad, gasoline power in brick power house and the entire property gets the lowest insurance rate.

Congerville, Ill.—Leslie Reel has bot the site of the burned eltr. of Wm. Rich, and will erect an eltr. Geo. Sathoff will do the work. An Avery Scale is being installed, and other machinery will be purchased.

Henry, Ill.—The Smith-Hippen Co. bot the eltr. of W. W. Dewey & Co., known as the Griswold Eltr., and is tearing down the old building. Its heavier timbers will be used in the construction of eltrs. along the Hennepin Canal.

Manteno, Ill.—John McLaughlin, agent for Bartlett, Patten & Co., was intrusted by his fellow citizens with about \$7,000 for use in speculation and the losses aggregated nearly \$5,000. When the news spread that his little pool had been wiped out rumor magnified the loss to \$75,000, that his firm was a loser, and that he had fled. Mr. McLaughlin's accounts as agent are correct and his trades in grain were executed thru another Board of Trade firm, so his firm has lost nothing. Neither has he run away. As for the money lost by his friends Mr. McLaughlin disclaims responsibility.

Peoria, Ill.—The Hall-McClure Co. is a new firm, having started in the grain commission and brokerage business June 1. This firm will handle the commission business formerly handled by the Zorn Grain Co. The Zorn Grain Co. will confine its efforts to the management of its line of eltrs.

LaHogue, Ill.—The recently-organized Farmers' Eltr. Co. has bot the eltr. of P. B. & C. C. Miles for \$7,000, which John Zea has managed many years. The deal includes the land on which the eltr. stands. The new owners will take possession and begin business July 1. Merton Parker, pres; Dr. L. O. Lockwood, sec'y.

Indianola, Ill.—William Current, of Homer, who formerly owned and operated the eltr here that he afterwards sold to his brother, has repurchased that and his former residence property and will take charge of the business. His brother, who has had charge of the eltr., will return to Homer, where he and his family will make their future home.

Morrisonville, Ill.—Morrisonville Farmers' Grain Co., incorporated to deal in grain, farm implements, fuel and building materials; capital, \$12,000; incorporators, Wm. F. Langen, W. H. Deister, J. W. Hardy, and others. This is the company that recently bot the eltr. property of A. B. and H. H. Herdman for \$12,000, including seven lots, engine house and engine.

Decatur, Ill.—W. H. Suffer and Robert I. Hunt, whose eltr., warehouse and mill, operated under the name of the Decatur Cereal Co., burned June 7, will rebuild. Besides the office their power plant, that cost \$50,000, was saved. The maximum daily capacity of the burned mill was 15,000, and the owners intend to rebuild on a larger scale and with better arrangements than before, ready to handle business by next spring.

Pittsfield, Ill.—The suit in partition begun a few weeks ago by M. D. King, the surviving partner of the firm of Dow & King, has been withdrawn because of an amicable agreement between the widow, Mary S. Dow, Harry A. Dow, and Mr. King, that enabled the estate to be settled out of court. By the settlement Mr. King becomes sole owner of the property formerly owned equally by himself and the late Augustus E. Dow, including the eltrs., mill and cooper shops here, and eltrs. in other places. It is the present intention to incorporate after Mr. King's two sons, Lyndle and Vinton, and perhaps some other members of the family have become stockholders, and the business will be conducted by Mr. King and his sons.

Morton, Ill.—William Moschel died June 9, after 2 days' illness of appendicitis. He was taken violently ill at his office at 1 o'clock June 7, and when warned of his fate was averse to an operation. The disease progressed rapidly and soon reached the heart. Mr. Moschel was born in Bavaria, Germany, 55 years ago, and came to Peoria in 1861, removing soon with his family to this place, where he engaged in the hardware business with Erastus Roberts. Later both engaged in the grain trade and in 1897 Samuel Mosiman was admitted into partnership. The firm of Roberts, Moschel & Mosiman has been prominent as members of the Peoria Board of Trade. Mr. Moschel was highly esteemed by the community for his public spirit. He is survived by his wife.

INDIANA.

Onward, Ind.—Walker & Co. are rebuilding their eltr.

Raub, Ind.—The Cleveland Grain Co. has sold its eltr. to Jordan & Tompkins.

Oxford, Ind.—Lawson & Johnson have recently entered the grain business at this point.

Indianapolis, Ind.—An Ellis Cold Air Drier is being installed by the Cleveland Grain Co.

Brookston, Ind.—S. L. House, of Montmorenci, has purchased the eltr. of A. P. Hansen.

Columbia City, Ind.—Chas. E. Lancaster, has sold his Vandalia eltr. to Oscar C. Crowell.

Stockport, Ind.—The Woodbury-Elliott Grain Co. will build a 5,000 bu. eltr. on the Pan Handle.

Idaville, Ind.—W. F. Brucker has sold his eltr. to A. L. Schulenberg, formerly of Huntington.

Millville, Ind.—Wisehart & Son have sold their eltr. to Benton Woodward, formerly of Dublin.

Lizton, Ind.—We are a new firm and are remodeling the eltr. we recently bot of Jacob J. Thompson.—Wall Bros.

Ade, Ind.—McCray, Morrison & Co. will build a 50,000 bu. annex for ear corn with a separate driveway and two legs.

Berne, Ind.—The Northeastern Indiana Grain Dealers Ass'n will meet in Commercial Clubrooms, Ft. Wayne, July 7, at 7 p. m.

Evansville, Ind.—A warehouse containing grain belonging to Wayne Montgomery of Eureka, Ind., burned June 9; loss, \$5,000.

Mooreland, Ind.—I have sold my eltrs. at Mooreland and Messick to Anderson & Bowen, who will take charge July 1.—J. A. Mouch.

Avery, Ind.—N. O. Davis has sold his eltr. here to Thompson & Kelleher. He will continue to operate his eltr. at Michigantown and Moran.

Hamlet, Ind.—E. Ward Moore has purchased my eltrs. at Hamlet and Tefft, Ind., with headquarters at Hamlet.—M. T. Dillen, Indianapolis, Ind.

Indianapolis, Ind.—The Cleveland Grain Co. will install an Ellis Cooler, a Peterson Bleacher and an additional leg of 6,000 bus. per hour capacity.

Kendallville, Ind.—The Lake Shore R. R. has ordered no more wheat to be unloaded in its eltr. at this station, as the building is to be moved to make room for more trackage.

Evansville, Ind.—Wabash Storage Co., incorporated to maintain storage warehouses for grain; capital, \$20,000; incorporators, P. V. Vickery, T. C. Hutchinson, and J. W. Gleichman.

Petroleum, Ind.—Vorrer & Evans, who heretofore have dealt only in wood and coal, have bot a site on which to build a new eltr. and install a feed mill in the basement of the building.

Oaktown, Ind.—Chas. Polk, a member of the firm operating as the Oaktown Eltr. Co., died May 16, and I have purchased his half-interest and will continue the business.—J. B. Sartor.

Indianapolis, Ind.—The Files-Greathouse Grain Co. is the style of a new firm which will be launched here July 1st, to succeed to the business of Files Grain Co. It will be composed of A. F. Files and Chas. A. Greathouse.

Chase, Ind.—Lawson & Johnson have bot Bauman & Co.'s 40,000-bu. eltr., paying \$18,000 for it. They are overhauling the eltr., installing new wagon scales and placing it in first-class condition.

Rushville, Ind.—M. C. Burt, head of the grain firm of M. C. Burt & Co., died June 16, aged 49. For more than a year he had been afflicted with paresis. A widow and two daughters survive him.

Seymour, Ind.—The Blish Milling Co. has bot the H. Griffith eltr. at Jonesville and will take possession July 1, and an eltr. at Grammar, formerly owned by J. W. Adams and have taken possession.

Milton, Ind.—J. W. Stafford of Muncie and Timothy Connell of this place have entered into a partnership and are building a grain eltr. near the Big Four R. R. station here, to cost \$2,500, and another at Beeson's sta., Milton p. o., on the L. E. & W., to cost about \$3,000.

Clinton, Ind.—Canine Bros. Milling Co. has bot the 3 eltrs. here of Wm. H. Robinson, pres. of the Citizens' Bank, and will operate them in connection with the mill they built last year. Since its erection Canine Bros. have been Mr. Robinson's competitors in grain buying.

Indianapolis, Ind.—The John White Grain Co. has been organized here by John Wilson, of Roachdale, who operates an eltr. at Racoon and W. J. Riley of this city. It will do a receiving and shipping business. Mr. Wilson will move to this city and take an active part in the business.

Indianapolis, Ind.—We are indebted to Chas. B. Riley, sec'y, for a copy of the third annual report of the Railroad Commission of Indiana for 1908, a volume of 700 pages, containing a summary of all complaints, the opinions and orders of the Commission, the proceedings of the first annual Indiana Railroad Convention, bulletins of collisions and derailments, report of the department of tariffs and rates, rules adopted by the Railroad Commission, copies of circulars sent out by the Commission, and the reports of the railroads.

Indianapolis, Ind.—Upon request by M. A. Woollen, pres., A. Q. Jones, the new pres., and H. E. Kinney, the supposed injured party, the two indictments against Edward W. Bassett, charging him with the theft of a carload of grain were dropped June 8. Mr. Bassett gave Mr. Woollen and Mr. Jones money with which to pay Kinney. It is said that the civil suit brot by Mr. Kinney against the Vandalia for delivery of the grain to another when he held the B/L will be dismissed. The facts were related in this column May 10, and it was then stated that the charge of fraud could hardly be sustained, as Mr. Bassett's course in handling the grain had been legitimate and straightforward thruout.

Indianapolis, Ind.—At the recent annual meeting of the Indianapolis Board of Trade Tom Oddy, a popular member of the firm of Cooper & Oddy, was elected treas.; Edgar H. Evans, the miller, vice pres., and A. Q. Jones, attorney, pres. Sec'y Jacob W. Smith reported the assets of the Board of Trade to be \$306,033.10, and the liabilities \$277,785.11, leaving a surplus of \$28,247.99. The total present gross rental income of the Board of Trade building for the last year was \$53,158, which is 85.6 per cent of the total rental value of the building. The net income from the money invested in the building was reported to be almost 6 per cent, exclusive of the rooms which the Board of Trade occupies, valued at \$4,000 a year.

IOWA.

Ferguson, Ia.—The Farmers Eltr. Co. will install a system of conveyors.

Sioux City, Ia.—The M. T. Shepherdson Grain Co. will build a 75,000-bu. eltr.

Garrison, Ia.—The Farmers' Grain & Lbr. Co. has bot the eltr. of James Harwood & Sons.

Ira, Ia.—I have sold to Rippey & Hanson and am now out of the grain business.—W. F. Rippey.

Portsmouth, Ia.—The old eltr. of the Neola Eltr. Co., formerly owned by Geo. Battey, is being torn down.

Booné, Ia.—The new eltr. of the B. M. Huntley Grain Co. has been completed by the Younglove Const. Co.

Ollie, Ia.—W. H. McCarthy will continue as mgr. at the eltr. the Jackson Grain Co. bot of E. D. Hamlin.

Cushing, Ia.—The Schoeneman Bros. Co. has installed a Sonander Automatic Scale in its eltr.—B. H. Lyman, mgr.

Early, Ia.—A Sonander Automatic Scale has been installed in the eltr. of Schoeneman Bros. Co.—J. McQuirk, mgr.

Radeliffe, Ia.—Emil A. Strike of Hubbard has succeeded G. H. Krohn resigned, as mgr. of the Farmers' Eltr. Co. here.

Hampton, Ia.—Ed. Mallory will be the mgr. for the Farmers' Incorporated Co-op. Society, that has let the contract for its new eltr.

Yale, Ia.—I have a good position here with the Hanson Lbr. Co.—Bert. Hayes, formerly agt. McCaul-Webster Eltr. Co., Butler, S. D.

Hospers, Ia.—An up-to-date, 25,000-bu. eltr. for the Farmers Mutual Co-op. Eltr. Co. has been completed by the Younglove Const. Co.

Glidden, Ia.—A. Moorhouse, whose storage plant was burned May 6, has let the contract for construction of another to the Younglove Const. Co.

Cushing, Ia.—Schoeneman Bros.' eltr. at Cushing was struck by lightning on the afternoon of June 2, tearing off the roof and doing minor damage. The house was not set on fire.—J. F. Burns, agt. Schoeneman Bros., Correctionville, Ia.

Rodney, Ia.—C. C. Smith, formerly auditor of the Neola Eltr. Co. here, was recently arrested in Minneapolis on a charge of embezzlement. The company claims a shortage of \$1,000. Smith admits that he is short, but denies that the amount is so large.

Sutherland, Ia.—The Farmers' Grain & Supply Co., whose eltr. burned May 27, has been receiving bids for the construction of a 35,000-bu. eltr. C. W. Thompson will build an eltr. immediately to replace that of Thompson & Christopher, destroyed by the same fire as the Farmers'.

Laporte City, Ia.—Farmers' Eltr. Exchange, incorporated with a capital stock of \$20,000, to deal in all kinds of farm products, mill stuffs, coal, building material and feed grinding. Among the temporary officers are: Phil H. Kaiser, pres.; B. F. Koche, sec'y; Oscar Miles, treas.

Kellogg, Ia.—The recently incorporated Farmers' Eltr. Co. has bot the eltr. of I. L. Patton & Sons. This deal leaves Mr. Patton, who has been interested in the eltr. at this point for 41 years, with but one of the several eltrs., with which he has long been connected; that is at State Center in charge of his son Dwight.

Waterloo, Ia.—At the midsummer meeting of the Iowa Millers' Club, held here recently, I. C. Walters spoke on "The Proper Method of Buying Farmers' Wheat"; Professor H. G. Bell of the Agricultural College discussed the "Seed Wheat Question"; and George A. Wells, sec'y of the Western Grain Dealers' Ass'n, replied to frequent requests for his opinion.

Madrid, Ia.—We do not contemplate making improvements at present in the eltr. here we recently bot of the Neola Eltr. Co., as the house was built only two years ago. Its capacity is 40,000 bus., besides 16,000-bu. ear-corn cribs. We operate under the name of the Granger Eltr. Co., owning the eltr. at that point and also having our headquarters there.—Hanley Bros.

Clinton, Ia.—Chas. K. Liquin will be married June 30 to Miss Lydia Burton, daughter of Mr. and Mrs. Frederick Burton Hemingway, at the First Presbyterian Church, this city. Mr. Liquin has been connected with H. Mueller & Co., of Chicago, and with the Liquin Grain Co., of Clinton. Mr. Liquin's many friends in the grain trade heartily congratulate him on joining the benedicts.

Stratford, Ia.—The Stratford Grain & Supply Co. has let the contract to J. C. Spangler for a 40,000-bu. eltr. to be equipped with up-to-date machinery, including a Clipper Cleaner, a 1,000-bu. Richardson Automatic scale, triple rope drive, double stand eltrs., and a one-man passenger eltr. The eltr. is to be so constructed that a corn-sheller and a corn-cleaner can be conveniently installed later.

Correctionville, Ia.—In regard to reports that our gasoline engine had set the eltr. on fire I will say that the cylinder and piston were worn so that the suction was not strong enough to draw up the gasoline from the carburetor to the cylinder and it ran down on the floor. As the engine did not get a sufficient amount of gasoline to make a perfect explosion it back-fired and set the gasoline which had run down on the floor afire. No serious loss resulted. We had the cylinder rebored and a new piston put in and the engine is as good as new. I took charge of this eltr. for Schoeneman Bros., April 15, having run eltr. at Hawarden for three years for the Hawkeye Eltr. Co.—J. F. Burns, agt.

Spirit Lake, Ia.—The grain dealers of Iowa, southern Minnesota, South Dakota and Northwest Nebraska and their families are invited to participate in a summer outing at Lake Okoboji June 27 to 30, inclusive. The important days will be Monday and Tuesday, June 28 and 29. The headquarters of the Western Grain Dealers' Ass'n will be at Arnold's Park and Okoboji Beach hotels under the management of Brad Hopkins; and those who expect to attend should write him at Arnold's Park, making reservations. The rate is \$2 per day. Reduced rates will be made on the lake steamers. At 11 a. m. June 28 the grain dealers and their families will gather at Okoboji Beach hotel pavilion. At 11:30 an address of welcome will be delivered by J. A. Tiedeman, pres. of the Western Grain Dealers' Ass'n. At 2 p. m. a steamboat ride around the lakes. At 5 p. m. an informal discussion of matters pertaining to the grain business at Okoboji Beach hotel pavilion. Banquet at 6. Music and dancing at 9 p. m. at the pavilion. Program for Tuesday remains to be arranged.

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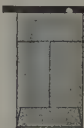
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KANSAS.

Bucklin, Kan.—Wm. Jennings is building a 12,000-bu. house.

Viola, Kan.—I expect to remodel my eltr.—G. W. Countryman.

Randall, Kan.—J. S. Hart will install a Hall Signaling Grain Distributor.

Haverhill, Kan.—I have been thinking of installing a car loader.—M. N. Brown.

Ellis, Kan.—The eltr. of the Ellsworth Mill & Eltr. Co. was struck by lightning June 21.

Lyons, Kan.—I am putting in an alfalfa machine of my own make.—R. J. Johnston.

Waldron, Kan.—Kelly Bros. are building a 10,000-bu. eltr. D. H. Knapp will manage it.

Glen Elder, Kan.—Nash & Kaul have received the engine for the new eltr. they are building.

Hollywood, Kan.—I have installed belting, shafts and a Boss Car Loader in my eltr.—W. W. Smith.

Macksville, Kan.—I have installed a gasoline engine and will put in another eltr. leg.—W. L. Carter.

Milford, Kan.—Tyler & Co. of Junction City, Kan., will build an eltr. on the U. P. R. R. at this point.—S.

Norwich, Kan.—I will install steel storage tanks in the fall to hold about 50,000 bus. of grain.—John Pankratz.

Cawker City, Kan.—G. W. Brandt has bot the eltr. of the Carleton Grain Co. and will take possession July 1.

Dorrance, Kan.—The Western Star Milling Co. of Salina, Kan., has bot the eltr. here of M. P. Thielen.—S.

Clafin, Kan.—A Hall Signaling Grain Distributor has been purchased by the Clafin Grain, Fuel & Stock Co.

Topeka, Kan.—Receipts of the State grain inspection department for May were \$1,080 and the expenses \$2,800.

Bremen, Kan.—Henry Koenke has bot the eltr. and grain business of William Rabe & Co. and has taken possession.

Robinson, Kan.—H. R. Melendy, who recently sold his property at Morrill, has bot the eltr. of Geo. Helm at this point.

Gerlane, Kiowa p. o., Kan.—I have just finished a 16,000-bu. eltr. and have leased it to Kelly Bros. at Wichita.—M. J. Lane.

Clonmel, Kan.—S. R. Overton is having his eltr. repaired. New machinery will be installed by the P. H. Pelkey Const. Co.

Greenleaf, Kan.—The Skoogaard Grain Co. has installed a 50-h. p. McVicker gas engine which it purchased from Otto Lehrack.

Abilene, Kan.—The Abilene Milling Co. has commenced work on a new 60,000-bu. concrete storage eltr., to cost about \$10,000.

Kingman, Kan.—The Kingman Ice & Grain Co. has let the contract to the P. H. Pelkey Construction Co. for a 20,000-bu. eltr.

Kansas City, Kan.—John W. Radford's shortage while he was chief grain inspector is now said to amount to several thousand dollars.

Cottonwood Falls, Kan.—The Consolidated Alfalfa Milling Co. of Newton, Kan., has completed the sale of \$10,000 worth of stock for the plant here, making the third alfalfa mill the company has located in this county this season. The others are under construction at Clements and Saffordville.

Elmer sta., Bernal p. o., Kan.—The Hutchinson Mill Co. is building a 15,000-bu. eltr. here and at Whiteside station, Hutchinson p. o.

Leavenworth, Kan.—The Collins-Legler Grain Co. contemplates putting in an alfalfa mill of large capacity and entering the feed business.

Inman, Kan.—The two concrete storage tanks the Enns Milling Co. is having M. J. Travis build, will increase its grain storage capacity to 75,000 bus.

Preston, Kan.—The Pratt Mill & Eltr. Co. is planning to have its new 25,000-bu. eltr., now under construction, completed ready to handle the new crop.

Morrill, Kan.—W. E. Robertson of Cook, Neb., has purchased the eltrs. here from Chas. Poister and H. R. Melendy. He will run both of the plants.

Ellinwood, Kan.—The Consolidated Milling Co. has sold stock to 50 citizens, and has completed arrangements to build an alfalfa meal mill here, ready for operation August 1.

Sylvia, Kan.—The Sylvia Mfg. Co. has just completed a 25,000-bu. grain eltr. It is equipped with Hall Signaling Distributors, Eureka Cleaners and a 12 h. p. gasoline engine.

Acres sta., Ashland p. o., Kan.—Wallingford Bros. are having an up-to-date, 14,000-bu. eltr. built by P. H. Pelkey Const. Co., and equipped with Richardson Automatic Scales.

Manhattan, Kan.—Work has begun on the foundation for the 3-story alfalfa mill, 157x32 ft., of the Purity Milling Co., to be completed July 10, and equipped with up-to-date machinery.

St. John, Kan.—Fred V. Forsha of Forsha, (R. F. D. Hutchinson) and Mr. Miles of this place have let the contract for 4 steel grain tanks to be erected at the mill they will build here.

Kansas City, Kan.—The Union Pacific Eltr. Co., that has been operating the 1,000,000-bu. eltr. here of the Midland Eltr. Co., has discharged its workmen and closed the plant until the new crop comes in.

Winfield, Kan.—J. N. Dobbs, John Rawlins and S. H. Pitts have leased the Santa Fe eltr. and will operate under the name of the Rawlins-Dobbs Grain Co. Mr. Rawlins will manage the eltr.; capacity, 150,000 bus.

Barnard, Kan.—The eltr. of Jackman Bros. of the Jackman Roller Mill Co. of Minneapolis, Kan., was struck by lightning during the night of June 9 and burned; loss, \$6,000, fully insured. The eltr. contained 2,600 bus. of wheat.

Kansas City, Kan.—Harry Schauble, who quit business June 1, is charged with having operated a bucket-shop. John H. Smith, a farmer of Sterling, Kan., who lost \$2,000 on quotations sent him by Schauble, made the complaint. Schauble has disappeared.

Edgerton, Kan.—A tornado that struck this place about 8 p. m., May 29, demolished the grain warehouse of Kelly Bros. and destroyed considerable grain. This firm has bot a 25-h. p. Witte Gas Engine from the K. C. Mfg. & Supply Co., and equipment for its new eltr.

Kinsley, Kan.—C. W. North, recently of New York, and W. D. Harry and L. E. North have organized a company to be known as the Kinsley Mill & Eltr. Co., and will build on L. E. North's lots on the railroad. For 20 years Mr. Harry bot and sold grain at Conway, Kan.

Kansas City, Kan.—I am trying to improve the standard of Kansas state inspection and in order to do this I am putting in a new office force and putting on new inspectors. I was in the grain business at Ada, Kan., for 21 years, and I believe I know the qualifications of a good inspector.—J. T. White, chief grain inspector.

Bushton, Kan.—Work began June 8 on the new iron-clad, iron-roofed, 25,000-bu. eltr. of the Bushton Farmers' Grain & Supply Co., to replace that burned May 10. The plant will be operated by gasoline power generated in an iron-clad, iron-roofed, detached power house, built according to insurance regulations by the P. H. Pelkey Const. Co., ready for operation about Aug. 10. The new Hall System will be installed.—S.

Leavenworth, Kan.—The Duffy eltr., operated by E. J. Duffy as agent for the estate of his father, the late Owen Duffy, burned June 11; loss, \$16,000; insurance on the eltr., \$6,000; on the bag factory, \$2,500; on machinery and contents, \$1,500. The rebuilding of the plant depends on the decision of the heirs to the estate. The fire was discovered about 5:30 a. m. in the brick building recently purchased by the Duffy estate and used as a bag factory, connected with the eltr. by an overhead trafficway. Mr. Duffy had just completed several improvements in the eltr., and the basement contained valuable machinery. The new Collins-Legler eltr. across the street ignited, but Sam Collins and Mr. Legler had stationed men thruout the building to quench incipient blazes, and the fire department kept a stream of water cooling the heated metal.

Hoisington, Kan.—Philip Ochs, Jr., who has been in the grain business for some time at Boyd, Kan., has formed a partnership with his brother, Peter Ochs, to operate under the firm name of the Ochs Grain Co., with headquarters at this place. They are just completing a 20,000-bu. cribbed eltr., designed by Philip Ochs, 28x30x30; cupola, 12x19x23; height over all from foundation, 59 ft.; iron-clad, iron-roofed; pits and foundation all concrete and cement; power house concrete and cement roofing, cement floors, as fireproof as it can be made. Machinery is all first-class and well arranged; shafting all easily accessible and no bearings concealed. Engine is latest improved International, 25-h. p., compressed air starter. A complete Hall System has been installed by the P. H. Pelkey Const. Co. Coal shed 16x56x16, all iron-clad and iron-roofed. Office and warehouse 16x50x12, iron-clad and iron-roofed. The eltr. is equipped with car-loader and 1,500-bu. automatic scale. Philip Ochs, Jr., will have charge of the house here at Hoisington. Peter Ochs will manage that at Boyd. Both have a wide and valuable acquaintance in this section, that will aid much in making a success of the Ochs Grain Co.—S.

WICHITA LETTER.

Kelly Bros. are building quite a line of country stations.

Expect a good average year of business and believe trade will open about July 1.—W. J. Coleman.

The Roth Grain Co. has been established in Wichita to do a commission business in seeds and grain.

I look forward to a year of big business and believe we will ship as much wheat this year as we did last.—A. R. Clark.

The Red Star Mfg. Co. has let the contract to Otto Lehrack for a 120,000-bu. storage and handling eltr. Work will be begun at once.

The Kaufman-Boyle Grain Co. and the Shute Grain Co. are comparatively new firms in Wichita which are reaching out after consignments.

L. Schreiber, now located at Okeene, Okla., and formerly of Otis, Kan., expects to locate in Wichita, where he will do a track business.

The Kansas wheat crop is variously estimated from 70,000,000 to 80,000,000 bu. by the Wichita Board of Trade members. None could be found who placed the estimate lower than seventy millions.

W. T. McCauley, of the Wichita Grain & Seed Co., has purchased the Board of Trade membership of Willis J. Binding. Mr. McCauley formerly owned a membership, but disposed of it when he moved to St. Louis.

E. M. Elkins, lately with the Kansas Milling Co. and well known to grain men of the Southwest, has opened an office for general merchandise and brokerage business. He will have the Simonds-Shields Grain Co.'s account.

O. D. Hollis, who for some years was traveling solicitor for A. C. Davis & Co., of Kansas City, has opened an office at Wichita for the J. R. Williamson Co., of Harper, Kan., who will do a general consignment and commission business.

S. H. Miller, who has been representing the Norris Grain Co., in Wichita, has been transferred to Kansas City, where he will operate the Kansas City office in conjunction with C. C. Fields. Another representative will be secured for the Wichita office.

At the annual meeting June 9, the Wichita Board of Trade re-elected Wm. F. McCullough pres. for the ensuing year. C. M. Jackman was chosen vice pres., and Fred Gillette, director. Mr. McCullough has been very closely identified with the remarkable prosperity of the Wichita Board during the past year.

After experiencing such difficulty in obtaining assurance of sufficient track room for a large eltr. that the project was virtually abandoned, Hilbert Kaufman, of the Kaufman-Boyle Grain Co., has purchased a site for \$10,000, on which to build an eltr. that can handle 50 cars of grain daily, and be the main storage eltr. for the company's string of eltrs.

Wichita placed itself definitely on the grain shipping map when it royally entertained 200 dealers in grain from Kan., Okla., Mo., and Texas. Every dealer felt duty bound to give his time and money to make the occasion a success and the At Home welcome June 15-16 will long be remembered by those who participated in the affair. On Thursday morning, June 17, the dealers settled down to work resolved to push their own business, congratulating themselves that the largest meeting in the history of the Kansas grain trade had been pulled off successfully.

J. T. White, state grain inspector of Kansas, held a meeting at Wichita June 17, which was attended by members of the Wichita Board of Trade interested in state weighing. Mr. White told the dealers he would send weighers to Wichita if the Board of Trade would guarantee to stand any deficit the department might incur in weighing Wichita grain. The Board of Directors have the matter under advisement. There is much senti-

ment here in favor of Board of Trade weights, and it is likely that it will organize its own department in preference to state weighing.

David Heenan started in the grain business in Wichita in 1889. He was one of the organizers of the Wichita Board of Trade and has been one of its most active principals since the market became prominent. In 1892 he with E. K. Nevling formed the Nevling Grain Co. and continued with that firm until 1908. Then he was made representative of J. Sidney Smith & Son of Kansas City. He will launch into business for himself July 1, under the firm name of David Heenan & Co. Mr. Heenan's wide acquaintance in Kan. will be of much value to him in his new venture, and he will do just as he has always done,—make it a go.

Herman F. Probst & Sons will be the name of a new firm which will grace the roster of the Wichita Board of Trade after July 15. There is probably no man better known to the grain trade in Kansas than H. F. Probst. He has been long recognized as a conservative business man in Arkansas City, his present home, and has made a snug fortune in the grain business. He is a shrewd speculator who has believed in the "dope" of James A. Patten and therefore his speculative earnings this year have been large. Mr. Probst launched himself permanently into the limelight two years ago at a meeting of the Kansas grain dealers in Wichita when he spoke before the convention on the "Fall of Babylon." He has been much in demand since then as an after-dinner speaker.

KENTUCKY.

Louisville, Ky.—Morris L. Satterwhite has been re-elected official grain inspector of the Louisville Board of Trade.

LOUISIANA.

Eunice, La.—The Eunice Cotton Oil Mill will erect a mixed feed mill.—H.

Monroe, La.—John P. Parker has bought the old cotton mill plant here and will equip the building as a mixed feed mill, organizing a stock company.—H.

Lake Charles, La.—The state dept. of agri. recently brot suit against the Beatty Brokerage Co., of this city, on the charge of having violated the state feed inspection law, by making a shipment of 1,250 bu. of barley mixed with oats from Kansas City to the Rayne Rice Milling Co., Rayne, La., without having the grain inspected and certified by the commissioner. The violation of law is said to have been only technical, as the character of the goods was plainly stated on the B/L., the contents of the car being in bulk.

NEW ORLEANS LETTER.

Several New Orleans brokers have recently been handling considerable quantities of alfalfa meal, but thus far it has been sold chiefly to mixed feed mills. Dealers have not taken hold readily, and there is little demand from consumers for alfalfa meal, except in the form of mixed feed, where it is used as a base.

The City Council will probably grant the franchise requested by the Illinois Central for the development of fourteen squares of property adjacent to Poydras street, for local terminal purposes. Grain and hay dealers are unanimous in their support of the ordinance, having already suffered greatly because of the inadequate facilities.

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If they are big enough to allow you to lose money on your freight bills you do not need

The Traffic Bulletin

But if they are not you had better investigate at once. No freight rate changes unless we tell you about it.

WRITE TO-DAY.

THE TRAFFIC SERVICE BUREAU

26 Jordan Building Washington, D. C. 126 Market Street Chicago, Ill.
Please mention the Grain Dealers Journal.

Elevators Wanted

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

Trade in oats, as in other feed, is light, due to plentiful pasturage, high prices and good crop prospects. Receipts are light.

Demand for mill feed is very much reduced, as compared with two weeks ago, and prices have sought a much lower level.

Official announcement has been made by the Frisco System, that the Houston-New Orleans line will be operated into this city Aug. 1. With the Frisco in operation the eltr. at Chalmette, hardly used at all last season, will be taxed to its capacity during the coming season, it is believed.

The Texas & Pacific Railway has just announced the establishment of rates on Louisiana corn, in anticipation of an export movement this season through New Orleans. The Texas & Pacific has put in a rate of 12 1/2 cents from corn-producing points on its line in Louisiana to New Orleans, with a shelling-in-transit privilege, a stoppage charge of \$2 a car being made. In the case of the Louisiana Railway and Navigation Company the rates grade down to 10 cents according to distance. For this reason there is dissatisfaction regarding the Texas & Pacific rates, which, it is stated, do not put New Orleans in as advantageous a position as the Texas rates place Galveston.

Demand for corn is light, due to high prices and the prospect of a large crop. Buyers are showing an inclination to carry light stocks in anticipation of lower values. The outlook for the growing crop generally is declared by New Orleans dealers to be excellent, and this holds out good hopes that there will be a good export movement, lower prices making this possible by attracting foreign buyers. Reports from the Louisiana corn-growing section indicate that the first reports of the crop are being borne out and that the crop will be large, with a fairly large volume for export. Secretary Herring, of the Board of Trade, is receiving numerous inquiries from interior farmers wanting to know names of buyers in this market, and he is sending out lists of dealers. Several grain dealers are advertising in the interior in order to inform growers where their crops may be marketed.

After several conferences the New Orleans rice men, including millers, distributors, brokers and dealers, decided to form an organization within the Board of Trade; employ a rate expert and begin an active movement for lower rates on rough and clean rice, state and interstate, into and out of New Orleans. E. B. Lane, formerly A. G. F. A. of the Iron Mountain, but lately sec'y of the Lake Charles Board of Trade, was employed as traffic manager, and will open an office this week in the Board of Trade. The effort of the rice interests will be to secure an average reduction of two cents in all rice rates applying into and out of New Orleans, it being contended that this reduction is necessary in order to place New Orleans on a parity with Texas milling and distributing points. The country millers and distributors will oppose the request before the Louisiana Railroad Commission, and the Texas rice interests will oppose the movement before the Interstate Commerce Commission.—H.

MARYLAND.

Baltimore, Md.—The directors of the Chamber of Commerce are considering the advisability of appointing a traffic manager.

Baltimore, Md.—D. Yulee Huyett, formerly with Thos. H. Botts & Co., and more recently western representative of Louis Muller Co., has engaged in the grain commission business on his own account.

Baltimore, Md.—The directors of the Chamber of Commerce on June 14 appointed the following committees: Wheat—Hiram G. Dudley, John M. Dennis, Joseph C. Legg, P. W. Pitt and Walter Kirwan; corn—F. A. Meyer, Edwin Hewes, J. A. Manger, T. M. Maynadier and William Rodgers; oats—Joseph M. Warfield, M. R. Schermerhorn and Eugene Blackford, Jr.; rye—J. Frank Ryley, E. H. Beer and L. M. Jackson.

MICHIGAN.

Mesick, Mich.—Clark, Travis & Co. will build an eltr.

Eaton Rapids, Mich.—Crane & Crane will build a 70-ft. addition to their eltr. this summer.

Marlette, Mich.—The Richmond Eltr. Co. of Lenox has bot the property of the Matthews Mill & Eltr. Co.

Brown City, Mich.—The Richmond Eltr. Co. of Lenox has taken over the plant of the Brown City Grain Co.

Detroit, Mich.—The Board of Trade has created the office of traffic manager, and the executive committee has named Chief Grain Inspector Frederick W. Harrison for the position.

Howell, Mich.—The matter of rebuilding the eltr. owned by the Pere Marquette Ry. Co., formerly operated by Crumb & Taylor, which burned May 26, has not yet been decided.—W. C. Crumb.

Grand Rapids, Mich.—J. L. Owens, of Minneapolis, is building a 50x100 ft. warehouse for bean threshing in this city, intending to make Grand Rapids a distributing point. S. M. Piper is manager.—B.

Detroit Mich.—A. Milton Holden, a member of the brokerage firm of Fred S. Osborne & Co., who has a large sum tied up in the failure of Ennis & Stoppani, recently took his own life while despondent; and the firm suspended business.

Detroit, Mich.—Oats are quiet and firm. Cash oats are off and the market is dull with no changes. The corn market is quiet and firm and there is nothing doing in rye and no change in price. Cash wheat is not in demand and there is no business in it in Detroit.—B.

Owosso, Mich.—The recently incorporated Owosso Milling Co., capital \$20,000, has bot the grain and bean eltr. of H. H. Ainsworth. A. M. Grieve of Philadelphia is pres. of the new company; Peter Grieve of Portland, Mich., vice pres., and W. R. Grieve of Owosso sec'y and business mgr. Mr. Ainsworth has not yet decided upon future plans.

Saginaw, Mich.—The office and the 3-story eltr. of Becker Bros. burned early in the morning of June 15, destroying all contents of the eltr., a considerable stock of grain, flour, feed, a shipment of stock food just received, and new machinery recently installed, leaving little salvage. Loss, \$10,000; insurance, \$5,000. The contents of the two office safes were saved. The firm will probably rebuild. The fire is believed to have been of incendiary origin, as the mill is operated by gasoline motor power, and the engine located in another part of the building from where the blaze was discovered at 2:30 a. m., on the opposite side of the building from the tracks and no engine had passed for several hours.

Alto, Mich.—The King Milling Co., of Lowell, Mich., ships grain to this place and sells to farmers from car at cost price f. o. b.; and R. T. French of Middleville has done the same, not giving the local eltr. man a chance to make an honest living. Fair play should suggest to the guilty firms that the local dealer ought to be protected. The only firm at Alto entitled to bids on grain and beans is John H. Layer, having an eltr. on the Marquette Ry.

DeWitt, Mich.—The Christian Breisch Co. of Lansing has broken ground for the erection of a 15,000-bu. eltr. here, beside the M. U. R. tracks of the St. Johns line. For some time the company has wanted to locate an eltr. at this point; but as cars could not be transferred from the electric to the steam roads at Lansing, the cost of handling grain would have been too great. Since, by the recent ruling of the railroad commission, cars from the St. Johns line can be transferred to the steam roads, the Breisch Co. has started construction to be completed by fall.

Dryden, Mich.—The case of Stockbridge Eltr. Co., of Jackson, Mich., against Robert Booth, of Dryden, who sued to recover for the loss of \$105.98 on a car of rye which misgraded, was decided at Lapeer before a jury in Justice Court in favor of the Stockbridge Eltr. Co. and was carried to the circuit court by the shipper. After being tried in circuit court, the case was taken from the jury by the judge, who directed a verdict again in favor of the Stockbridge Eltr. Co. This decision gives the Stockbridge Eltr. Co. not only the amount sued for, but also allows it \$44.50 extra for cost of depositions, witness fees, jury charges and \$18.25 for interest, being \$62.75 more than the claim, or a total of \$168.73, which defendant will have to pay in addition to his attorney fee.

MINNESOTA.

Hills, Minn.—Anfin Osboe now has charge of the eltr. of E. A. Brown.

Russell, Minn.—G. H. Walker has succeeded Mr. Melby as mgr. for the Farmers' Eltr. Co.

Blue Earth, Minn.—C. S. Saxton contemplates building a 20,000-bu. eltr. and a 100-bbl. mill to cost \$15,000.

Wirock, Minn.—The recently incorporated Wirock Farmers' Co-op. Eltr. Ass'n has bot the eltr. of Byrnes Bros.

Fairmont, Minn.—Fred Gust has succeeded Frank Freeman, resigned, as local mgr. for the Nye Schneider Fowler Co.

Echols, Minn.—The work of tearing down the eltr. of the Eagle Roller Mills Co. has begun, to remove it to Leola, S. D.

St. Cloud, Minn.—The Geo. Tiles-ton Milling Co. is figuring on constructing a large feed mill, a warehouse and a 20,000-bu. eltr.

Dale sta., Hawley p. o., Minn.—Farmers have organized the Dale Farmers Eltr. Co., with L. T. Lunder pres. and V. P. Hans sec'y.

Hardwick, Minn.—The Hardwick Farmers' Eltr. Co. declared a cash dividend of 5 per cent recently and passed 5% to the surplus.—H. T. Halverson, mgr.

Kasota, Minn.—I moved here from Adrian, Minn., to be better located in looking after the interests of the Hubbard & Palmer Co., of whose line of eltrs. I have been supt. for the past 4 years.—S. M. Granger.

Hancock, Minn.—The eltr. of the Minn. & Western Grain Co., that is being taken down, will be shipped to Antelope, S. D., to be rebuilt there.

Hanska, Minn.—I am leaving Hanska and have not yet decided where I will locate.—O. Danielson, formerly agt. for the Gt. Western Eltr. Co.

Fergus Falls, Minn.—The Farmers' Co-op. Eltr. Co. has decided to build an eltr. of concrete at \$6,900, and is pushing the sale of \$1,400 more of stock.

Seaforth, Minn.—Bingham Bros. will endeavor to get the new eltr. they intend to build here to replace the one burned, finished in time to handle this season's crop.

Wabasso, Minn.—Bingham Bros. have a wrecking crew at work taking down their eltr. to move it to Seaforth. The Wabasso Roller Mill Co. will build an eltr. here this summer.

Clara City, Minn.—Chris H. Ahlfas has been appointed mgr. for the Farmers' Eltr. Co. to succeed I. Kray, resigned. Wm. Thiessen has been transferred from the local agency at the eltr. of E. S. Mooers & Co. to succeed P. Thien, resigned, as agt. for the Thorpe Eltr. Co.

Glenwood, Minn.—The Minnesota Ass'n of Farmers' Co-op. Eltr. Companies held its semi-annual meeting here June 18-19. Sentiment was against contracting grain from farmers for future delivery. Storage of grain for stockholders was considered proper if at regular storage rates. Distribution of profits to stockholders in proportion to the amount of grain marketed by each was advocated.

Windom, Minn.—The statement in this column June 10 that Headley & Miller will open the eltr. of C. W. Gillam is incorrect, and probably refers to the old feed mill of W. S. Gillam that has been closed for 4 or 5 years and now I understand is to be opened by that firm. My eltr. has not been closed in 20 years, and is being run by my buyer, Julius Christenson, who has been operating the eltr. for 15 years in connection with myself as boss.—C. W. Gillam.

MINNEAPOLIS LETTER.

W. S. McLaughlin & Co., members Minneapolis Chamber of Commerce, Winnipeg Grain Exchange, and Chicago Board of Trade, have again opened their Minneapolis office.

Hay receivers conferred with the state railroad and warehouse commission recently and made objection to the new order requiring them to report to the shipper the name of the person to whom sold.

The Rocky Mountain Eltr. Co., incorporated with a capital of \$100,000 by Wm. Dunwoody, J. S. Bell, John Washburn and C. J. Martin, to build eltrs. for the accumulation of wheat for the Royal Milling Co., of Great Falls, Mont., in which several Minneapolis men are interested.

The Russell-Miller Milling Co. of this city has bot the property of the Missouri Valley Milling Co., which owns several eltrs. with headquarters at Mandan, N. D.; the Lyon Eltr. Co. with 41 country eltrs. and the C. G. Ireys Eltr. Co. with 21 eltrs., all in North Dakota. The capital of the Russell-Miller Co., now \$1,800,000, will be increased to \$2,500,000. Part of the new stock issue will be exchanged for the properties just taken over. H. R. Lyon, former pres. of the Mo. Val. Mfg. Co., will enter the Russell-Miller Co. as vice pres. and B. W. Stevenson, former general mgr. of the Lyon Eltr.

Co., will become western mgr. for the R.-M. Co. J. H. Newton, former sec'y and treas. of the Lyon Co. and C. G. Ireys with the working force of his former organization will be retained by the Russell-Miller Co. to operate its string of grain houses and 12 mills, that reaches from Billings, Mont., to Philadelphia, Pa.

MISSOURI.

Clinton, Mo.—W. H. Hurley has purchased a Wolf 3 pair high roller mill and complete eltr. equipment from the K. C. Mfg. & Supply Co.

Bowling Green, Mo.—Manzke-White Grain & Produce Co., incorporated by R. O. Long, Cal Sitton, W. F. Manzke and others; capital, \$8,000.

Appleton, Mo.—W. D. Schmidt, the grain dealer, will soon begin building a warehouse, 24x60 ft., on lots adjoining his scale office, to be used chiefly for the storage of broom corn. He will push this branch of his business when the new crop comes on the market.

St. Joseph, Mo.—John H. Gregg, who died June 3, was born at Burlington, Ia., in 1855, and had been in the grain business for 30 years, for the last 26 years with headquarters here. Apparently in good health, his sudden death was unexpected, and caused by cerebral hemorrhage while playing golf. A wife and daughter survive him. For the present the business will be conducted under the name of the J. H. Gregg Estate.

ST. LOUIS LETTER.

A new telephone system has been installed on the floor of the Merchants' Exchange.

The Milliken-Helm Commission Co. will not renew its lease on the Merchants' Eltr., after it expires in July.

Bert Ball, a well-known advertising man of this city, has been appointed mgr. of the publicity bureau of the Merchants' Exchange.

St. Louis received the first new wheat June 24, when three carloads arrived from Charleston, Mo., the No. 2 red selling at auction at \$1.30 per bu. and the No. 3 red at \$1.23.

Both sides have been heard on the question of removing the 3-cent penalty on No. 2 hard wheat when delivered on contract, and the committee will report for or against taking a vote on the proposition.

Thirty witnesses were heard by the grand jury June 16, preparatory to indictment of operators of bucket-shops, of which there are said to be 8 in this city. Under the Ely law of 1907 the owner of the shop is liable to a penitentiary term.

The Alton road has made effective a milling in transit arrangement at St. Louis, East St. Louis, Alton and Granite City on grain from Chicago at the rate of 6 cents to St. Louis and 5 cents to points east of the river, plus the reshipping rates from these points on grain products to the Atlantic seaboard and trunk line territory.

John Dower, supervisor of the department of weights of the Merchants' Exchange, reports that during the month of May the following bad-order cars were found at the different eltrs., track scales and hold tracks: leaking grain door, 272; leaking over grain door, 35; leaking boxes, 631; leaking end windows, 72; cars not sealed, 329; end windows not sealed, 244; end windows open, 45 cars.

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High and Low Speed Systems.

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Saved per week per horse power



The
"1905"
CYCLONE

Saves one-half the power required to drive the fan.

Manufactured exclusively by

The Knickerbocker Company
Jackson, Mich.

THE TRAVELING SALESMAN.

James Forbes' comedy, "The Traveling Salesman," has scored a great success at the Illinois Theater, Chicago, where it is being presented nightly with mathees on Wednesday and Saturday. Since its opening it has enjoyed the largest patronage of any play in Chicago as it appeals to all classes of theatergoers.

The plot is simple, the scenes are the country station and hotel. The comedy is breezily delivered by a group of players who bring out every point in the four acts. The acting is described by those who have witnessed the performances as of the highest class.

KANSAS CITY LETTER.

B. L. Hargis has applied for membership in the Kansas City Board of Trade.

E. O. Bragg and H. C. Diffenbaugh have combined their grain interests, and are now doing business under the firm name of Diffenbaugh & Bragg.

James E. Seaver, mgr. of the Midland Eltr. Co., who has been with the Peavey interests many years, has also accepted the management of the Gulf Eltr. owned by the K. C. Southern R. R.

The Moore-Lawless Grain Co. is mailing monthly a series of Athletic Girls to its friends. The calendars are works of art and help to keep the name of the enterprising firm before the trade.

New regulations governing cleaning, clipping, inspection, mixing and sacking of grain at this market have been published by the Kansas City Southern, effective July 13, in Tariff ICC No. 2541.

The Simonds-Shields Co. is adding 6 concrete storage tanks to the Milwaukee eltr. The tanks will have 150,000 bus. storage capacity, making the total storage of the plant a little over 1,000,000 bus.

Frank P. Logan has bot the interest of T. T. Logan in the firm of Holdridge & Logan. Altho no longer directly interested in the company, T. T. Logan will continue in its service as traveling solicitor.

Stephen H. Miller, formerly mgr. of the Wichita office of the Chicago firm of Norris & Co., has bot the Board of Trade membership of Wirt H. Marshall and will be connected with the Kansas City office of the same firm.

Elbert G. Rall of the E. G. Rall Grain Co. of Fort Worth, Tex., has bot the Board of Trade membership of Samuel C. Lee, one of the older members, who has not been active in the grain trade for some years, having acquired wealth thru successful investments in Kansas City real estate. Mr. Rall is a large distributor of wheat among Texas mills, and buys much grain in this market.

Suit has been filed by the Russell Grain Co. against James N. Russell, administrator for the estate of Thomas W. Russell, for the possession of a certificate of membership in the Board of Trade. Thomas W. Russell was one of the founders of the Board. The membership certificate was made out in his name; but the Russell Grain Co. claims that it was made to him only as an agent for the company.

Geo. E. Marcy, pres. of the Armour Grain Co., Chicago, has been posted for membership in the Kansas City Board of Trade. The membership of H. T. Mulhall of the Armour Co., will be transferred to him. Another proposed transfer is the membership of W. T. Kemper, former pres. of the Board, which will go to L. P. Nellis, a member of the Kemper Eltr. Co. Mr. Kemper is chiefly engaged in the banking business.

The high price of feed has produced a number of mixtures used as substitutes for corn and oats. This has produced the manufacturer and the broker. The Benton Grain Co. is classed with the latter as the firm wishes to be known as "chicken feed specialists." Practically the entire business of this company is given to originating and selling mixtures for chicken feed. Several car loads of screenings have been shipped to Kansas City from the Pacific Coast and Chicago has sent large amounts of chicken feed to this firm.

Mention has been made heretofore in these columns concerning an internecine struggle within the Missouri inspection and weighing department. It culminated June 8 when F. A. Wightman, chairman of the R. R. & Warehouse Comisn, held a meeting of the department which developed three things. First, there has been several thousand bushels of wheat graded into Kansas City eltrs. at a lower grade than No. 2 which has been graded out No. 2. The Milwaukee Eltr., operated by the Simonds-Shields Grain Co., was particularly mentioned at the hearing. This is explained by the inspector who says, "The Simonds-Shields Grain Co. has excellent facilities for cleaning and mixing their wheat and improving the grade." Second, the records of the Registrar were falsified to make the *in* grades of wheat comply with the *out* grades. Chief Inspector Nunn says this has been common practice for years, that the books are open for those who wish to see them and it is commonly known that false records have been made to balance the books. He says there is nothing about this practice to conceal or condemn. Third, that there is friction between the department headed by H. C. Nunn as chief inspector and that of J. T. Bradshaw, chief weighmaster, who is in the same office. It is believed by members of the inspection dept. that the members of the weighing dept. are the instigators of the investigation, and so there is no love lost between them. It is undoubtedly true that there will be a general revision of the department, and it is probable some good men in the department will fall before the political club, to the cost of the trade.

MONTANA.

Harrison, Mont.—The Sanborn Mercantile Co. of Manhattan is negotiating for a site here, and intends to build an eltr. and an implement house as soon as possible.

Billings, Mont.—The Russell-Miller Milling Co. of Minneapolis will have a 100,000-bu. eltr. plant built here by the Barnett & Record Co., to consist of 10 tanks, cleaning house and office, of concrete and steel construction thruout.

NEBRASKA.

Western, Neb.—The Barstow Grain Co. is building a new eltr. at this point.

Scottsbluff, Neb.—J. E. Armstrong has purchased a Hall Signaling Non-mixing Grain Distributor.

Cortland, Neb.—The Cortland Farmers Grain & Coal Co. has bot the plant of the Nebraska Eltr. Co.

Farwell, Neb.—We have closed the eltr. for this season.—John Hofseth, agt. W. T. Barstow Grn. Co.

Blaine sta., Hastings p. o., Neb.—The Farmers Grain & Supply Co. has bot the eltr. of the Updike Grain Co.

Clarks, Neb.—The Farmers Co-op. Ass'n has decided to build a 7,500-bu. eltr. Work will begin immediately.

Doniphan, Neb.—The eltr. of J. H. Gregg has been torn down to be replaced by a new one by the Farmers Eltr. Co.

Nebraska City, Neb.—Kingfalfa Mills will install three Avery Interlocking Automatic Mixing Scales in their new plant.

Winside, Neb.—W. T. Prince has succeeded me as local mgr. of the Thos. Prince Grain & L. S. Co.—T. A. Strong.

Greenwood, Neb.—Frank Nichols, formerly with the Duff Grain Co., has been elected mgr. of the Farmers Eltr. Co. here.

Riverdale, Neb.—E. D. Gould, who for some time controlled the eltr. of the Omaha Eltr. Co. here, has bot that company's house.

Harvard, Neb.—The Nebraska-Iowa Grain Co. has made several changes and repairs in its eltr. and office.—H. P. Trout, mgr.

Chadron, Neb.—Robert H. Hood is installing a 500-bu.-per-hr. Avery Automatic Eltr. Scale and a half-bu. Avery Automatic Mill Scale in his plant.

Omaha, Neb.—Turner Bros., who recently bot a line of eltrs. in Iowa, may build a terminal eltr. here. The firm is wavering between Omaha and Red Oak, Ia.

Bruning, Neb.—The Bruning Roller Mills & Eltr. Co. has been re-organized with Wm. Bruning, Sr., pres.; Herman Bruning, Jr., treas.; and Fred Buntmemer, mgr.

Ohioia, Neb.—We have let the contract for a new 30,000-bu. eltr. of up-to-date construction to be erected here within the next 90 days.—Nebraska-Iowa Grain Co.

Lincoln, Neb.—After using a Sonander Scale we have ordered one for each of the following stations: Sargent, Ord. Comstock, Burwell, Elyria and Greeley.—W. T. Barstow Grain Co.

Grand Island, Neb.—Oscar Wells & Co. are putting a new foundation under their eltr. and making other repairs. The T. B. Hord Grain Co. is installing a 1,000-bu.-per-hr. Avery Automatic Scale in its eltr. here.

Lincoln, Neb.—In the suit by Katz & Co. against the Omaha road the Nebraska Railroad Commission recently decided that the Commission has no power to compel a railroad company to make reparation to a shipper.

Milligan, Neb.—The Nebraska-Iowa Grain Co. has bot the new eltr. of Richard Wilkinson, which is nearing completion, and will open it for business July 1 with Henry Reischling, a local man, as agent.—W. D. Russell, agt. Lincoln Grn. Co.

Omaha, Neb.—The Grain Exchange held its annual banquet June 10 at the Field Club. E. P. Peck was toastmaster; and among the speakers were C. F. Davis, Walter Holmquist, E. A. Cope, J. B. Swearingen, W. J. Hines, Frank Hollinger, S. S. Carlisle, C. L. Sturtevant and E. C. Twamley.

Hastings, Neb.—The Updike Grain Co. has sold its eltr. on the Burlington to the Farmers Grain & Supply Co., but retains its eltr. on the St. Jo. & G. I., which it leased to the Farmers Co. Mr. Owens, mgr. of the Farmers Grn. & S. Co., has moved into his new office, which he had remodeled and refurbished.

North Bend, Neb.—The North Bend Grain Co. has begun to tear down its eltr. to replace it with an up-to-date one of 20,000 bus. capacity, cribbed construction on cement foundation, 31x24 ft. ground and 40 ft. high, to contain 10 grain bins, and be completed in time for harvest. W. H. Cramer is doing the work.

Homer, Neb.—O. F. Hoese of Hinton, Ia., has been employed as mgr. for the Omadi Co-op. Grain Co., which bot the eltr. recently purchased by C. J. O'Connor, that has been in the hands of the White Eltr. Co. and was formerly operated by the Sioux City Grain & Lbr. Co. The other local company, organized as the Farmers Co-op. Grain & Eltr. Co., has disbanded.

Omaha, Neb.—The M. C. Peters Mill Co. has let the contract to the Leonard Construction Co. for a new \$100,000 alfalfa feed plant, consisting of mill, eltr. and warehouse of reinforced concrete, fireproof construction, to be under roof in six weeks and ready for operation by Sept. 1, with double the capacity of the old plant burned recently. This will be the largest plant in the country for the manufacture of alfalfa meal, and will have an annual output of 2,000 cars.

NEW ENGLAND.

Boston, Mass.—We succeeded White, Naughton & Co., Apr. 1, last.—W. A. White & Co.

Plainfield, Conn.—The T. E. Main & Sons Co. incorporated to deal in grain, straw, lumber, coal and masons' supplies; capital to start, \$25,000, can be increased to \$50,000; incorporators, Thomas E., J. Orville, and Howard E. Main of Moosup.

Boston, Mass.—Louis Canner, alias Benjamin Canner and Jacob Friedman had a hearing recently before U. S. Commissioner Hayes on the charge of conspiracy to conceal assets in violation of the bankruptcy law. They conducted business as the Marshall Hay & Grain Co. at 340 Chelsea street, East Boston, made an assignment with liabilities of \$12,000 and assets of \$10,000. It is alleged Canner turned over the books containing \$7,000 of good accounts to Julius Wolfsohn as security for a note for \$2,600. Numerous erasures and alterations were found in the cash book and several pages of the ledger were missing when the trustee, A. K. Traper, finally got possession of the books.

Boston, Mass.—The consolidated Chamber of Commerce and Merchants' Association has elected the following directors: William A. Bancroft, Elmer J. Bliss, James Richard Carter, Edward A. Filene, Frederick P. Fish, George F. Mead, Laurence Minot, Frank A. Noyes, Elwyn G. Preston, Bernard J. Rothwell, James J. Storrow, Frederick Toppin, all to serve until January, 1911, and Walter C. Baylies, John C. Cobb, George T. Coppins, John H. Fahey, Charles H. Jones, William E. Litchfield, E. Hamilton Murrell, James L. Richards, Joseph B. Russell, A. Shuman and George S. Smith. At a meeting of the above directors the following day, James J. Storrow was elected pres., Bernard J. Rothwell, first vice-pres.; John C. Cobb, second vice-pres.; James McKibben, sec.; Daniel D. Morss, treas., and Ryerson Ritchie, executive director.

NEW YORK.

Port Chester, N. Y.—Westchester Grain Co. incorporated to deal in grain, flour, hay; capital \$25,000; incorporators, Henry, August, and Charles O. Friedrich.

Rochester, N. Y.—Darlen Grain & Produce Co. incorporated to deal in grain, hay and feeds; capital, \$10,000; incorporators John W. Walker of Darlen Center, N. Y., Geo. R. Miller of Rochester, and others.

New York, N. Y.—Thomas A. Ennis of the defunct firm of Ennis & Stoppani, testified before U. S. Commissioner Alexander, June 7, that the firm speculated for its own account thru three private accounts. Mr. Ennis has been summoned before the directors of the Chicago Board of Trade to give an explanation of his failure.

BUFFALO LETTER.

Geo. E. Pierce, gen. mgr. of the Monarch Eltr., has purchased the old Evans Eltr. of the Evans Estate.

We are indebted to the Chamber of Commerce for a copy of its annual report containing statistics of the trade and commerce of Buffalo.

About 50,000 bus. of No. 2 red wheat have recently been offered for sale in this market that was brot back from New York. Very little was taken by local millers, the most of it going to millers in Ohio and Indiana.

Plans are in preparation for the rebuilding of the eltr. of the Husted Milling Co., recently burned. The new building will be six stories high, 28x70 ft., steel and reinforced concrete construction, with 24 grain storage bins 14 ft. square by 60 ft. high.

George E. Pierce has been appointed receiver for the Franklin Mills of Lockport, the manufacturers of Wheatlet and other cereal products. The company has only been operating the mill at Batavia since the loss of the big mill at Lockport by fire. The capitalization of the company is \$750,000, of which \$300,000 is in preferred stock.

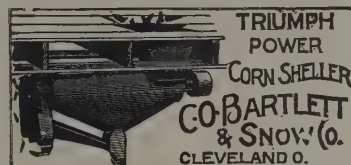
Buffalo grain men are in a little more cheerful frame of mind, for there has been a little more activity in this market during the past few weeks than there has been before for a long time. It is still claimed that prices are too high, but on the other hand there has been a lot of buying done simply because reserve stocks were exhausted and had to be replenished.

Mayor Adam has vetoed the measure passed by the city council appropriating \$56,000 for the purchase of the Watson eltr. site for a turning basin for Buffalo harbor on the ground that the price was too high. The board of Aldermen immediately passed the bill over the mayor's veto and the measure seems to be in such popular favor that the mayor has practically asked for a reconsideration, now claiming that additional property ought to be secured so as to make the proposed basin adequate for future needs.

The Public Service Commission has decided the case brot by H. G. Anderson & Co. against the Buffalo & Susquehanna Railroad alleging discrimination in favor of the complainant. Mr. Anderson claimed that on a recent shipment of grain from Buffalo to Springville, N. Y., he was charged at the rate of 3 cents per bu. and later when he brot the same grain back to Buffalo he was obliged to pay at the rate of 5 cents a bu. It is understood that this decision will result in a large number of similar suits being brot.

After what is said to have been a pretty lively meeting the creditors of the Edward Ellsworth Co., parent organization of the H-O and subsidiary companies on the 17th decided to reorganize the company and carry on the business. The plan calls for the issuance of \$2,400,000 of bonds, \$500,000 of which will be issued at once in order to get ready cash to carry on the business and paying off the newest of the creditors. At the outset some of the largest creditors were said to be in favor of closing out the business in which event they would get about 20 per cent of their claims. The company went into the hands of Frank A. Abbott and Lyman M. Bass of Buffalo and A. I. Culver of New York as receivers on April 27 and since that time they have earned between \$30,000 and \$40,000 for

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the company. Under the new scheme it is claimed that 100 per cent. of the claims will be paid.

Only one shipment of Canadian grain has been received at this port since the opening of navigation, 500,000 bus. of wheat coming from Fort William for transshipment by canal to New York. Recently the story got around that Montreal was losing the grain trade she gained last year to Buffalo because many of the ocean liners were going out with water for ballast instead of grain, but investigation shows that there has been no corresponding gain at Buffalo, grain receipts having fallen off all around from last year. But when shipments begin in earnest again Buffalo will be in line for the business for canal rates are down to 3 cents on wheat and 2 cents on oats to New York.—J. C.

NORTH DAKOTA.

Colfax, N. D.—The eltr. of the Acmé Grain Co. has been closed for the season.

Forbes, N. D.—Henry Huber has resigned as grain buyer for the Hawkeye Eltr. Co.

Lankin, N. D.—The Atlantic Eltr. Co. has built an eltr. at the siding six miles south of here.

Pembina, N. D.—The house of the Monarch Eltr. Co. has been closed for the rest of the year.

Lynchburg, N. D.—My successor as agt. for the Amenia Eltr. Co. is Aug. Evert.—A. C. Zimmerman.

Devils Lake, N. D.—L. A. Stevens of Bristol, S. D., has bot the eltr. here of the Winter & Ames Co.

Ambrose, N. D.—R. A. Adams of Bowbells, N. D., has let the contract for the erection of an eltr. here.

Walum, N. D.—Ole Larson will have charge of the eltr. of the Acmé Grain Co. in place of H. H. Groves resigned.

Hurd, N. D.—Fire, caused by a dust explosion, destroyed the eltr. of H. G. Gage, June 15. Mr. Gage was badly burned.

Bismarck, N. D.—The state railroad commission soon will issue a new form of storage receipt to be used by the grain eltr. operators.

Fairmount, N. D.—Arch W. Blake, who has been local mgr. for the Baldwin Eltr. Co., has resigned, and the eltr. will be closed for a while.

Upham, N. D.—The directors of the Upham Farmers Eltr. Co. asked contractors to submit bids for an eltr., to be opened at their June 19 meeting.

Forman, N. D.—Owing to the greatly increased acreage of wheat in this vicinity, the Osborne-McMillan Eltr. Co. has decided to build an eltr. here this summer.

Casselton, N. D.—The Chaffee-Miller Milling Co. is having its large engine compounded by the Minneapolis Steel & Machinery Co. by adding a 28x36 low pressure side, doubling its power.

Newburg, N. D.—The eltr. of the Riverside Farmers Eltr. Co. was struck by lightning recently, but the heavy accompanying rain quenched the blaze before much damage was done. Loss, \$300.

Beach, N. D.—The Russell-Miller Milling Co. of Minneapolis has let the contract to the Barnett & Record Co. for the construction of a 100,000-bu. eltr. plant, to consist of 10 tanks, a cleaning house and office, concrete and steel to be used throughout.

Mott, N. D.—Farmers Grain & Lumber Co., incorporated by Wm. Colgrove of Richardson, N. D., W. J. Glenny of Mott, and others; capital stock, \$50,000. The company will locate an eltr., a lumber yard and its headquarters here, and establish branches at nearby towns.

Embsden, N. D.—I have taken charge of the eltr. of the Farmers Eltr. Co. as mgr. This firm has two eltrs., one at this point and one at Chaffee, and we are building an addition to both of 17,000 bus. capacity.—A. C. Zimmerman, formerly agt. Amenia Eltr. Co., Lynchburg, N. D.

Fargo, N. D.—At the recent convention of grain growers of North and South Dakota and Minnesota, known as District Union No. 1 of the American Society of Equity resolutions were adopted that members subscribe 2,000 shares at \$50 each in a terminal eltr. company to be formed.

OHIO.

Mingo, O.—Chamberlain Bros. have removed to Pierce City, Mo.

Chickasaw, O.—The Chickasaw Grain & Milling Co. will build an eltr.

The Northwestern Ohio dealers are reorganizing and expect to do some real work.

Toledo, O.—Wm. Ash, formerly with W. A. Rundell & Co., is now with the Cleveland Grn. Co.

Sherwood, O.—I have purchased the eltr. of the Reed-Bear Grain Co.—F. Kalmbach, Milan, Mich.

Toledo, O.—Geo. J. Rudd, treas. of the National Milling Co., has applied for membership in the Produce Exchange.

Hamler, O.—G. O. Cruikshank of Leipsic, O., is building a 50,000-bu. eltr. here. S. D. Mead is superintending the construction of the plant.

Toledo, O.—Marfield, Tease & Noyes of Chicago have completed arrangements to open a grain office in this city, in charge of John M. Stegengi.

Canal Dover, O.—The Hardesty Milling Co. will build a 30,000-bu. steel and concrete eltr. this summer to increase its storage capacity to 60,000 bus.

Havens sta., Fremont p. o., O.—While working on the new grain eltr. in process of construction, William Kelley was so seriously injured by falling from a scaffold that he was taken to the hospital in Fremont.

Cincinnati, O.—The Chamber of Commerce has issued instructions to its inspectors that the uniform rules for grading grain established by the Grain Dealers National Ass'n must be enforced beginning July 1.

Dayton, O.—The Miami Valley Ass'n will meet here July 7 and organize along broad lines. This organization has done much effective work in the past and merits the loyal support of every dealer of the territory.

Cleveland, O.—Dan Cupid has been playing a special engagement in the office of the Cleveland Grain Co., recently with the result that two ex-bachelors—F. E. Watkins and A. W. Clark, are now the happiest men in town.

Cincinnati, O.—A police raid was made recently on the alleged bucket-shop known as the Consolidated Stock & Grain Exchange. The large quotation board was chopped down and taken away for evidence; and among those taken into custody was Louis Foster, who was recently convicted in the United States court on the charge of using the mails to defraud.

Ashley, O.—The Shoemaker Milling Co. is considering building an addition and installing an up-to-date, 10,000-bu. eltr., with an ornamental front that will improve the appearance of the plant while it increases its grain-handling facilities.

Cleveland, O.—W. J. Putnam on June 12 pleaded guilty to operating a bucket-shop and was fined \$200 and costs. Wm. S. Kirby and Wm. Cain, found guilty on the same charge, were fined some time ago; and one other bucket-shop operator is to be tried.

Laurelville, O.—The recently incorporated Laurelville Grain & Mill Co. intends to buy and ship grain of all kinds and make and sell feedstuffs. Later it will install flour and mill machinery. Lewis R. Leshner is pres. and Nelson DeLong sec'y.

Worthington, O.—D. C. Brand has purchased and will succeed to the business of the estate of F. H. Wright, who now has possession. Mr. Brand, besides being an up-to-date farmer, has a keen head for business and will make a strictly first-class grain dealer.

Cincinnati, O.—The Cincinnati Grain Dealers Ass'n was formed recently with nearly 100 members and the following officers: W. W. Granger, pres.; Ben. H. Wess, vice pres.; Charles E. Van Leunen, sec'y.; J. H. Fedders, treas.; John Mueller, A. M. Braun, August Ferger, George Keller, William H. Kramer and H. Lee Early, directors. The Ass'n will exchange information on the credit of customers to protect themselves from imposition.

Toledo, O.—The Produce Exchange now employs an expert salesman, who makes frequent examinations and tests of all the elevator scales used in Toledo. The weighmen of all eltrs. are deputies of the Exchange, and complaints, if any, sent to A. Gassaway, sec., will receive prompt attention. Look cars over carefully as to defective grain doors, leaky kingbolts, etc., both before and after loading. Official certificates of all grain, both for inspection and weights, are obtainable at any time. Interior eltr. owners, shippers to this market, are requested to see that their scales are accurate.—Daily Market Report.

OKLAHOMA.

Devol, Okla.—I contemplate constructing eltrs. at Devol and Grandfield, Okla. —B. Robey, Temple, Okla.

Hydro, Okla.—The Green & Green Grain Co. incorporated by T. E., A. E. and M. Green; capital, \$10,000.

Oklahoma City, Okla.—The J. H. Pruitt Grain Co. has opened an office here with John W. Dickson, formerly of Hobart, as mgr.

Oklahoma City, Okla.—Hanna Grain Co. incorporated by R. S. Howland, Thos. Campbell, and James J. Hanna; capital stock, \$4,000.

Hobart, Okla.—I will move here June 15, to locate permanently, as I have leased the Lindsay Eltr. on the C. I. & P.—W. L. Perkins, Granite, Okla.

Watonga, Okla.—We have bot the eltr. of the Choctaw Mill & Eltr. Co. and also the Oklahoma Eltr. at this place, and will operate them from now on.—Marshall Bros.

Yukon, Okla.—The Yukon Mill & Grain Co. will build a 500-bbl. flour mill of brick. The Wolf Co. will furnish the machinery and B. J. Carrico will do the work.

Wapanucka, Okla.—The Wapanucka Produce Co., C. C. Hightower mgr., will build an eltr. and install a steam-power corn sheller, ready for operation by September 1.

Tuttle, Okla.—The Wheatland Grain & Eltr. Co. incorporated by B. C. Headrick and J. H. Chenoweth with Tuttle and A. F. Boston of Oklahoma City; capital stock, \$50,000.

Dacoma, Okla.—The Dacoma Grain Co. incorporated by Will Provost of Lambert, Okla., Geo. W. Crowell of Alva, Okla., and C. B. Amos and W. W. Galbreath of this place; capital stock, \$5,000.

Oklahoma City, Okla.—D. O. Green, formerly with the Enid Wholesale Grain Co. and later of the Green-Tangney Grain Co., has taken a position as chief clerk for the E. R. & D. C. Kolp Grain Co.

Durant, Okla.—The Farmers Mill & Gin Co. has let the contract for a corn cereal mill of 50-bbl.-per-hr. capacity to the Nordyke & Marmon Co., who will also furnish the plans for a 20,000-bu., wood eltr. for corn storage.

Eagle City sta., Dillon p. o., Okla.—S. C. Masters of Newport, Tenn., and Marshall Bros. of Watonga, Okla., have bot the eltr. at this station of the Eagle Grain Co. and will operate it under the title of S. C. Masters & Co.—Marshall Bros.

Guthrie, Okla.—The Oklahoma Corporation Commission on June 12 issued an order providing that grains, grain products and seeds may be shipped all in sacks except one product at carload rates, minimum car weight of 24,000 pounds, not more than 33½ per cent of the shipment to be grain. Kafir corn, oats, rye, barley and wheat may be shipped in mixed car lots, sacked or in bulk, at the highest rate and minimum weight applicable to any commodity shipped in the car. Carriers are required to route shipments so that the lowest rates that can be made via any line or lines shall be applied except upon written request of the shipper that another route be used. When a railroad company cannot furnish a car of the capacity requested by the shipper, and furnishes cars of larger capacity, the capacity of the car ordered by the shipper shall govern.

OREGON.

Pendleton, Ore.—The Farmers Union Warehouse Co. has been organized with a capital of \$20,000 to operate co-operative warehouses in Umatilla County.

PENNSYLVANIA.

Pittsburg, Pa.—At its annual meeting June 8 the Pittsburg Grain & Flour Exchange chose the following board of managers: R. E. Austen, W. W. Beatty, James Brown, John Dickson, T. J. Ellwood, John Floyd, J. A. A. Geidel, W. N. Gordon, D. V. Heck, W. V. Hodill, J. A. McCaffrey, C. A. Foster and John R. Johnston. On June 10 the new managers elected the following officers: J. A. A. Geidel, pres.; Jos. A. McCaffrey, vice pres.; R. E. Austen, sec'y; D. V. Heck, treas. Ren Martin, the retiring pres., said: Your board, after due investigation, deemed it advisable to make a five-year lease with the receivers of the Wabash Pittsburg Terminal Railway, for three large rooms on the 7th floor of their building, located on Liberty street, near Fifth avenue, floor space being about as much as we have at present. Provision is also made with our new landlords that they must take care of each and every firm in the grain business, on the same floor as the Exchange will be lo-

cated, who desire an office in that building. So far ten firms have agreed to move into the new location next April; and hope is entertained we will have more when moving time comes.

PHILADELPHIA LETTER.

Export grain business is remarkably quiet here, high prices having caused foreign buyers to hold off.

Demand is strong for clover mixed hay, first-class timothy and all kinds of tangled rye, oat and wheat straw.

The Commercial Exchange will be closed on Monday, July 5, which will be generally observed as Independence Day.

The local trade in all grain is a trifle dull at present and some of the leading grain men are making preparations for their summer outing.

The administration of Pres. Scattergood of the Commercial Exchange thus far has proven that he is making good all his promises made on installation day.

Among the new members of the Commercial Exchange are Seymour A. Preston, of Powell & Preston, and Nathaniel C. Kelly, Eastern Agent of the Siston Flour Mills.

Captain John O. Foering, for 25 years chief grain inspector of this port, is being prominently mentioned as a coming member of the reorganized Interstate Commerce Commission.

The abolishing of the diverting charges on all grain shipments from the West is still being urged by the Commercial Exchange special committee, who have adopted as their battle cry the Napoleonic sentiment, "The old guard dies, but never surrenders."

Not to be deceived by the electric bell jingle of the time ball dropping from the tall white pole on top of the Bourse, supposed to reflect Washington, D. C., Observatory hours and minutes, and the big clocks at the Fourth and Fifth street end of the Bourse building, which have the reputation of furnishing any old time, Secretary Marshall of the Commercial Exchange, himself a noted antiquarian, has placed a towering grandfather's clock in his private office, to keep the watches of the grain men regular.—S.

SOUTH DAKOTA.

Utica, S. D.—Fishbeck & Smith have bot the eltr. of the Tripp Grain Co.

Aberdeen, S. D.—The Freeman-Bain Co. will build a 40,000-bu. eltr. to replace that burned some time ago.

Butler, S. D.—The Chilson Grain Co. has let contract to Younglove Const. Co. to rebuild its eltr. here, burned May 11.

Hecla, S. D.—Repairs are being made on the eltr. of G. W. Van Dusen & Co.; and coal sheds are being erected for the Atlas Eltr. Co.

Verdon, S. D.—The South Dakota Farmers Eltr. Co., that was figuring on building, has bot the eltr. of G. W. Van Dusen, which it leased last fall.

Lankin, N. D.—The Atlantic Eltr. Co. has built an eltr. at the siding about six miles south of this station, ready to get the grain when the new crop comes in.

Watertown, S. D.—To make room for the new Gt. Northern depot, Geo. H. Baxter of the Kampeska Milling Co., will move his eltr. to another site at his mill.

Waverly, S. D.—E. M. Swanson of Florence has been chosen mgr. for the Farmers Eltr. Co., that expects to have its new eltr. ready for operation by July 15.

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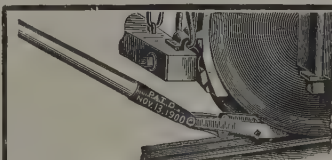
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Oldham, S. D.—W. H. George, who has been employed as grain buyer at the eltr. of E. A. Rippe, has bot the eltr. of the Jones Bros. Grain Co. and will conduct the business himself.

Cavour, S. D.—The recently organized farmers' eltr. company, Otto Myers pres., A. Beales sec'y, has bot the eltr. of the Western Eltr. Co., instead of carrying out its original intention to build.

Kadoka, S. D.—Hand & Determan of Belmont, S. D., have let contract for construction of a 25,000-bu. eltr. here to the Younglove Const. Co., to be equipped with 6-h.p. International Engine, Howe Scales and a man-lift.

Cresbard, S. D.—The Farmers Eltr. Co. has let the contract to S. H. Troman-houser for a 70,000-bu. concrete eltr. to be equipped with up-to-date machinery, finished ready for handling and storing grain by August 15; cost, \$15,000.

Pierre, S. D.—Isaac Peterson will build an eltr. here and the Van Dusen Co. has let the contract for an up-to-date eltr. When the building here is completed the working force will continue west, putting in a line of eltrs. for the Van Dusen Co. between this point and the Black Hills.

Kimball, S. D.—Geo. W. Bray has been retained for another year as mgr. and buyer of the Brule County Farmers Co-Operative Co., at an increase of \$25 per month in salary. During the 7 years preceding June 1 the company handled 130,000 bus. of grain and 14,000 tons of coal at a profit.

Canton, S. D.—The Farmers Eltr. Co. was struck by lightning on the night of June 17, damage about \$20. A piece of rope in cupola was ignited and smoldered all night. The fire had started to burn a 2x4 when the foreman discovered it in the morning and extinguished it with a pail of salt water from barrel in cupola.

Wessington, S. D.—Dennis Cook recently had a narrow escape from death on a whirling shaft at the eltr. of the Farmers Eltr. Co. He had crawled under the engine and was endeavoring to line up the belt on the wheel, when the set screw in the shaft caught his sleeve. As the shaft revolved rapidly it wound the sleeve of the shirt around it and tore the entire shirt and almost all the union suit of underwear from his body. Had the material in the underwear been stronger he would have been killed by being whirled around the revolving shaft. His arm, side and neck were seriously bruised and burned.

SOUTHEAST.

Richmond, Va.—W. F. Richardson is erecting a brick eltr. and warehouse 40x125 ft.

Newport News, Va.—G. G. Himmewright has been appointed official hay inspector by the Chamber of Commerce.

Alexandria, Va.—Alexandria Mill & Eltr. Co. incorporated with \$25,000 capital; A. V. Neilson, pres.; A. Albert, sec'y.

Atlanta, Ga.—Halstead, Tipton & Co., wholesale and retail grain dealers, incorporated by R. N. Halstead, T. C. Tipton, and Robert P. Jones; capital stock, \$5,000.

Raleigh, N. C.—Robert L. and Clarence H. Lumsden have formed a partnership to do a brokerage and distributing business in grain, hay and meats. They have a commodious warehouse on the S. A. L. tracks.

TENNESSEE.

Nashville, Tenn.—R. H. Riddle, Haywood Osborne and Earl Barham are organizing the Nashville Grain Co.

Dyersburg, Tenn.—A. A. Hornsby has been appointed temporary receiver of the Henry A. Klyce Co. The liabilities are \$250,000; and the claim of the Illinois Central Railroad Co. alone amounts to \$70,000, thru its local agent permitting Klyce to take cars of grain without payment of sight drafts against B/L. The creditors have elected Cullen H. Elliotte of Memphis, trustee.

Nashville, Tenn.—Central Eltr. & Warehouse Co. incorporated with \$100,000 capital by H. H. Hughes, pres.; Albert Rothschild, sec'y and treas., and others. This is the new company organized by the Iowa Grain & Milling Co., that recently bot a half-interest from H. H. Hughes in the Hughes Eltr. & Warehouse Co. The Central Eltr. & Warehouse Co. will use the building of the Hughes Eltr. & Warehouse Co. in West Nashville for storage. In connection the company will operate a line of steamboats to transport grain and feedstuffs. It will also lend money to persons having grain in storage and hold the grain as security, an innovation in the local grain trade. Adjoining ground has been purchased and the company is arranging to enlarge the plant.

MEMPHIS LETTER.

The Peoria Commission Co. will open an office here with Herman Cohen in charge.

We have had a very good business this year on corn and oats.—Scruggs, Robinson & Co.

It is reported that Damman Bros., who have been in the saloon business, will go into the grain business July 1.

G. E. Patteson & Co. operate the Mississippi Eltr., a new plant with storage for 65,000 bus. H. F. Bell is supt.

The McDonald Grain Co., which has had its office at Clarksdale, Miss., will make Memphis headquarters from now on.

Memphis dealers favor government supervision of grain inspection and believe it is only a short time until they will have it.

Business has been only fair with good demand for feed stuffs. High prices have greatly curtailed the demand.—Davis & Andrews.

I want to see the McCumber bill passed. We need Government inspection and need it bad. The only way we can get honest, uniform inspection is thru the Government.—E. C. Buchanan.

Heavy rainfalls have washed out the cotton, the planters are not at work, consequently horses and mules are idle and feeding is light. That makes the demand for feed light here.—W. B. Weisiger.

L. Richeson, chief inspector at New Orleans, tells me he believes La. will have 5,000,000 bus. of corn to export. Dealers at Shreveport are offering corn for Oct., Nov. and Dec. delivery.—H. J. Hasenwinkle.

Southern farmers will practice greater economy than ever before. By the last of June they will turn stock out to grass and there will be nothing doing in the grain business. The corn acreage has been increased fully 15% in Tenn. and they raise the best corn in the world down here because it has 8 months to mature as against 4 in the North.—W. P. Brown.

Trenholm & Co. have just completed a fine new eltr. at Binghamton, a suburb of Memphis. It is a fast handling house equipped with a Howe Hopper Scale, 50-h. p. electric motors and up-to-date cleaning machinery. The eltr. is located on the N. C. and the L. & N.

J. W. Fulghum bid in the stock of the Interstate Mfg. Co. which recently went into the hands of a receiver and a company is being organized with \$35,000 capital for continuing the business. The plant will have a capacity of 160 tons of molasses feed per day when it is started.

P. H. Linz, who has lived in Memphis for the last 17 years and who has traveled extensively over the South, has opened a brokerage office in the Union Eltr. He is organizing a sales force which will thoroughly cover Memphis and believes he will be able to command a high price for grain since consumption in Memphis is increasing rapidly with the growth of the town. He has made several good connections.

The Cotton Exchange and the Merchants Exchange will start at once to build a handsome structure of brick 16 or 20 stories high on the present site of the building occupied by the two exchanges. The Merchants Exchange has hitherto only owned 38% of the stock of the present building, but it will purchase enough in the new building to control ½ interest. Memphis grain dealers believe the city has a great future and they are willing to back it up with as fine a building as there is in the city.

The South has raised an enormous crop of oats and up until the floods had brilliant prospects for a fine crop. It seems that the rain did not hurt the oats. We are receiving inquiries from Miss. dealers asking what we can do on corn for export. The farmers of the North who are rich have "killed the goose that laid the golden egg" for Southern farmers will not and cannot afford to pay such high prices for grain and they will raise it themselves. It is a new and interesting but actual sight to see threshing machines now at work in Southern grain fields.—S. M. Bray.

J. F. Mulhern operates the Union Eltr., the only strictly public eltr. in Memphis. Mr. Mulhern will not handle a bushel of grain on his own account, but is devoting his time to equipping a plant which will be a credit to the Memphis grain business. He is building a large warehouse which will make the total storage capacity of his plant 300,000 bus. The warehouse will be covered with galvanized iron and gravel roofing. It is built of kiln dried beech wood and all floors are double. His switching facilities are excellent as he hires an engine on the R. I. to do the work and it is always at hand when he needs it. The plant is operated with two 50-h. p. General Electric Motors and equipped with Invincible Cleaners and Barnard & Leas mills. The entire plant is now being painted with fireproof paint and the windows are being covered with spark screens. An air plant has been installed in the eltr., so it is thoroughly renovated each day. The renovator with a stand pipe and water barrels gives it reasonable security from fire as the eltr. is covered with galvanized iron and gravel roofing. All scales are equipped with type registering beams.

TEXAS.

Houston, Tex.—E. S. Dixon & Co., whose eltr. burned some weeks ago, have built a larger corrugated iron-clad house.

El Campo, Tex.—El Campo Farmers Eltr. Co. incorporated by W. W. Dusen, S. Webster, Oscar Shult and others; capital stock, \$15,000.

The new rule 7 of the Texas Grain Dealers Ass'n in regard to Incomplete Shipments as published in the June 10th number of the Journal, page 750, was correct.

Haskell, Tex.—Sherrill Bros. & Co. will build an eltr. 24x28 ft. and a grain building 24x70 ft., frame; cost, \$3,500. They will install a gasoline engine and a separator.

Austin, Tex.—The Texas Railroad Commission has ruled that on shipper's order shipments surrender of B/L may be demanded before orders to change destination are recognized.

Saratoga, Tex.—R. S. Sterling & Co. have bot the feed and grain business of McGinty Bros. R. F. McGinty and family will make Lexington, Tex., their future home. Brad McGinty and family will go to New Mexico.

San Antonio, Tex.—The Warner Wilkins Grain Co. will build a 30,000-bu. eltr. with warehouse. It will be equipped with corn meal machinery, N. & M. rolls, Eureka Clipper and a receiving separator. The eltr. will be built by B. J. Carrico.

Ganado, Tex.—I have bot the Ganado Grain Co. and have taken its business under one management, increased the capital and am now working on plans for my new eltr. that will be larger than originally planned.—H. B. Allen Sickel, mgr. Peoples Grain Co.

San Antonio, Tex.—A storage and cleaning eltr. is being built here for the Pioneer Flour Mills by B. J. Carrico. It will have a storage capacity of 75,000 bus. and be equipped with a Prinz & Rau Receiving Separator, No. 5 Eureka Receiving Separator, Cyclone Dust Collector, 2 unloading legs, 1 screening leg and a chop mill.

FORT WORTH LETTER.

The Crouch Grain Co. will build an eltr. I am inclined to believe Texas will raise between 5 and 6 million bus. of wheat.—Ira Urdike.

Expect prices will be high for the next 12 months, but believe they will be lower than now.—K. F. Dazey.

On account of the high prices of feed thousands of tons of alfalfa will be shipped into Texas from Okla. and New Mexico.

The Dazey-Moore Grain Co., which operates an eltr. on the Santa Fe, has had it overhauled and put in first class condition.

The grain men who are members of the Fort Worth Grain & Cotton Exchange are R. M. Kelso, V. P., and Kent Barber, Secy-Treas.

The Fort Worth Grain & Eltr. Co. has found its business increasing at such a rate that it has installed a large hopper scale in its plant. J. A. Mugg is manager.

New grain is moving into Fort Worth. Farmers have been threshing oats for two weeks and while they are turning out better than was expected, yet the crop is very short. It is confidently believed by grain dealers who are in a position to know, that Texas will not raise enough grain of all kinds including forage, kafir corn and milo maize to last the state 60 days. Millers are buying wheat direct from the farmers and are paying them from \$1.50 to \$1.65 per bu. for it.

R. O. McCormack, mgr. of the Fort Worth Freight Buro, promises to have some rate reformation soon which will make this a much better market than it is now, and put it on a parity with any other market for reconsigning grain.

The Fort Worth Eltr. Co., controlled by the Smith Bros. Grain Co., has let the contract for an eltr. of steel construction to cost \$70,000 and have a daily capacity of 135,000 bus.; head house 140 ft. high; 32 tanks 74 ft. high and 15 ft. in diameter.

The new eltr. recently completed by B. J. Carrico for the Terminal Grain Co., is a fine looking plant. It has an especially rapid handling facilities and accuracy in weights will be another feature since the hopper scales are equipped with type registering beams.

The Empire Grain Co., which has an eltr. here with a capacity of 65,000 bus., reports a very good year. R. M. Kelso, mgr., says that he has great faith in the future of Fort Worth as 75% of the grain business now done in Texas is handled directly or indirectly thru this market.

One of the newest firms to start in business is the Dorsey Grain Co. H. B. Dorsey was formerly sec'y of the Texas Grain Dealers Ass'n and is well known throughout the Southwest. He has a large elevator at Weatherford which is run in connection with his mill. His son Royce will be in business with him.

E. R. & D. C. Kolp expect to build several small eltrs. in Okla. They will be primarily corn stations and will be operated in connection with the office here and at Oklahoma City. The firm operates an eltr. here with a handling capacity of 75,000 bus. A warehouse in connection with the eltr. will hold 150,000 bus. of grain.

The Food Commissioners, who seized two car loads of wheat shipped here from Kansas City on account of alleged adulteration, have about let the matter drop. While considerable interest was manifested in the case among grain men, it seems that no practical result has been the outcome of the affair. The point at issue was that Kansas City graded the grain out No. 2 red and Fort Worth graded it No. 2 mixed.

Some time ago at the suggestion of Pres. Hughes Mr. Dorsey took the question of more complete expense bills up with the association of railroad superintendents and they all promised to see to it that their agents take more pains in filling out expense bills, giving place and date expense bills are issued, initial and number of car, and initial and number of car if transferred, also all other necessary information, and Mr. Dorsey would like to be advised as to whether or not grain dealers have noticed any improvement in this line, as if not, he will again take the matter up with the superintendents.

The Smith Bros. Grain Co. will build fire proof storage with wood house on the Rock Island, work to begin at once. There will be 16 steel storage tanks 15 ft. in diameter and 65 ft. high and 16 tanks 15 ft. in diameter and 74 ft. high. There will be a large steel gallery built over the entire length of the tanks and two tunnels one under each of the two rows of tanks. Each tunnel will be equipped with two 24-in. rubber belts. The gallery will contain three 24-in. rubber belts. The head house will be 132 ft. high and contain 16 handling bins. It will be equipped with 2 large receiving separa-



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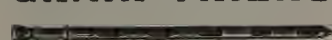
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The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manilla stock. It is re-inked at back with silk cloth.

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All reductions are complete on one page. It has a range from 100 to 4,000 lbs. on 10-pound breaks.

The tables show the following reductions:
Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn Rye and Flax Seed at 66 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢ cents in 4¢ cent rises.

Price, postpaid, 50 cents

GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO, ILL.

tors, one 1500-bu. clipper, 4 track scales and 2 automatic scales. Two 50 h. p. induction motors will be used for power. The capacity of the eltr. will be 350,000 bus., making a total of 500,000 bus. storage controlled by this firm, which began 5 years ago on the Santa Fe with a 75,000-bu. plant. B. J. Carrico will build the eltr. and install the machinery. The contract for the steel work has been let to the McCune Iron Works.

UTAH.

Salt Lake City, Utah.—The Inter-Mountain Milling Co. is building a 30,000-bu. eltr.

WASHINGTON.

Almira, Wash.—The Almira Farmers Warehouse Co. incorporated; capital stock, \$15,000. Work on a warehouse will begin immediately and be pushed.

Uniontown, Wash.—The local farmers' union has incorporated for \$10,000 and will handle grain under the firm name of the Uniontown Warehouse Co. Incorporators, Lambert Taufen, Barthol Weber, A. L. Etter and others.

Bellingham, Wash.—The Skagit Hay & Grain Co., which includes the assets of the defunct Pless Hay & Grain Co., has been purchased by E. B. Townsend, of Everett and others, who will form a new company with Mr. Townsend at the head.

Spokane, Wash.—Richard J. Stephens, who has been in the grain business 17 years at Almira, Wash., and W. G. Weer, who had charge of the Spokane office of P. J. Fransioli & Co. for five years, have formed a partnership to go into the grain business, and have been incorporated under the name of Stephens, Weer & Co. They will open a branch office at Seattle.

Colfax, Wash.—S. C. Armstrong of this city has accepted the appointment of chief state grain inspector, effective June 10. S. S. King of Tacoma has been re-appointed chief deputy. The inspection of grain and hay now is under the state railroad commission, which is formulating rules to guide the inspectors and weighmen. Hitherto only wheat, oats and barley have been graded.

Tacoma, Wash.—The wheat warehouse and eltr. of Balfour, Guthrie & Co. at the mouth of the Chicago, Milwaukee & Puget Sound railway's private waterway, will be completed ready for use by the first week in July. Work on the 100,000-bu. eltr. began June 7. The stone and cement foundations involve some of the heaviest and most durable work yet done on the terminal buildings.

WISCONSIN.

Eden, Wis.—Flood & Hildebrand have succeeded Flood & Flood, grain dealers.

Maiden Rock, Wis.—Larson & Swanson of Stockholm, Wis., are considering building an eltr. here.

Sturgeon Bay, Wis.—Teweles & Brandeis will immediately begin the construction of a 20,000-bu. eltr. and warehouse.

Sturgeon Bay, Wis.—The capital stock of the Farmers Equity Eltr. Co. has been increased from \$8,000 to \$20,000; L. H. Klenke, pres.; George Whitford, sec'y.

Superior, Wis.—The governor has signed the bill increasing the pay of the Wisconsin Grain Commissioners and their employees. Hereafter the commissioners will receive \$200 per month, chief weighmaster, \$150, chief deputies, \$125, and the Commission is empowered to pay the deputy weighmen \$100 per month, but their advance is likely to be from \$75 to \$85 per month.

Lodi, Wis.—The Lodi Grain Co. has let the contract to the Younglove Const. Co. for an up-to-date eltr. equipped with 16-h.p. gasoline engine, Howe scales, No. 1 Wilford Mill, No. 9 Clipper Cleaner, and 1,000-bu. Avery Automatic Scale. The house is 24x30, cribbed 24 ft. above work floor. This territory is somewhat backward in adopting modern grain handling facilities, all grain being handled in sacks, or shoveled into bins with no provision for elevating. This nearby demonstration of the advantages of up-to-date facilities will probably create a demand for better equipment in this part of the state.

MILWAUKEE LETTER.

Memberships in the C. of C. are quoted at \$200 net to buyer. A recent sale at this figure has been reported.

Commencing June 15, grain for inspection on the C. & N. W. railroad was placed in the Madison yards of that road instead of Chase yard. This change was brought about owing to the new cut-off on the Madison division.

According to Archie's record book of visitors on 'change, the influx thus far has not been above the average, which is surprising in view of the lack of work in the country and the recognized habit of the interior dealer to "git round a bit and frigit bizness."

Health Commissioner G. A. Bading has served a peremptory order on the American Malting Co. to desist from drying grain in open spaces adjoining its eltr. on the south side, the stench having become an unbearable nuisance in the surrounding neighborhood.

The B. of D. at a special meeting held June 22, passed resolutions favoring the establishment at this port of a branch Hydrographic Office. Some changes in the inspection rules were recommended for passage. The changes will be submitted to a vote on June 30.

Application for membership in the C. of C. has been made by Hans. Quentin. Application for the transfer of the membership of A. C. Lingelbach has been made. Members recently admitted by the B. of D. are W. D. Anderson, Buell L. Simmons, Mpls., H. D. Metcalfe, Winnipeg, and Chas. H. Baerwald of Milwaukee.

The railroad commission of Wisconsin called a hearing on June 24 in Madison, in the complaint of Geo. A. Schroeder, manager of the C. of C. freight bureau, against the Chicago, Burlington & Quincy road, for refusing to put into effect what are believed to be just and reasonable through rates on all kinds of grain from stations on that line in Wisconsin to Milwaukee.

Receipts during the past week or two having shown a surprising increase, corn and oats being the leading factors, with rye and wheat pretty well up toward the front. Barley has almost ceased to be the leading factor for some time past despite the favorable prices at which it is selling, 80 and 81c being paid for choice quality. Maltsters still continue to lag as far as buying is concerned, and the bulk of the arrivals is consumed by the feeding and mixing trade.

Hot corn, not unlike hot weather, has increased in about the same proportion as that commodity dealt in by the weather man, and elevators are now realizing a fair and just profit on their investment in this kind of property. "To be run over and cooled," or "For transfer," is the inscription which has become quite a

fixture on cars straying around the railroad yards, and the telephone lines are being kept in a likewise "hot" state, through the efforts of the commission merchant.

Since the reinstating of rates by the Illinois Central and Rock Island roads considerable business from off the former has been attracted to this market, although the latter road has not been very active in throwing stuff this way which might be accountable from the fact that the putting in of rates from points on its lines has been of a slower character than on the former. With the opening up of another crop year, however, it is expected that the business from territory tributary to this market on lines of the Rock Island road will be more fruitful, sufficient to justify the restoring of rates to this market.

One of the notable features connected with the sale of grain during the past year has been the promptness connected with the selling of receipts, as dealers have at no time been obliged to carry samples over for a great length of time, the demand and supply appearing to have been about an even thing all around. In this connection it might be commented upon that car service charges paid by receivers have at all times been on the "minimum" side of the fence and at about the lowest point for some seasons back. The care which interior dealers have apparently exercised in getting their grain to market, in such a "non-rushable" manner, would certainly indicate that the above mentioned fact of "supply and demand" has been given extra study.

The income of the C. of C. from all sources for the fiscal year ending April 5th, 1909, has been \$37,253.81 and the balance on hand at that time \$16,197.77, while the total disbursements during that period amounted to \$41,311.17, leaving a total balance on hand of \$12,140.41. During the past year a new smoking room, at a cost of \$2,222.92, has been added to the C. of C., the walls of the exchange room have been cleaned and repaired, free of charge, by the Central Investment Co., together with other improvements; the quotation service has been made more liberal, one item in particular having been added, of much value to dealers, which is that of the quotations of the Minneapolis future market, costing \$2,400 per annum; two daily papers at Sioux City are furnished at the C. of C. expense with the closing prices of cash grain in this market; the weighing department shows a loss of \$236.50; the Gratuity Fund amounts to \$128,556, well invested, the heirs of each decedent member entitled to participate in this fund will be paid \$568.18; the number of deaths of those entitled to participate in the Gratuity Fund was 11; the total number of deaths during the year was 15; of the total membership of the Ass'n, only 356 have availed themselves of the benefits of the Gratuity Fund; the total membership of the Ass'n is 604—resident members 439, non-resident 165; one membership was forfeited for non-payment of dues; 79 memberships were transferred during the year; the price of memberships has varied from \$150 to \$300; five silver trophies were offered as prizes to be competed for by the Wisconsin Agricultural Experiment Ass'n; several amendments to the rules have been made, chief of which was a change in the weighing and inspection departments, both departments now being under the direction of the B. of D., the total receipts of grain of all kinds were 47,295,000 bus., practically the same

quantity as received during 1907; the freight bureau was revived at the request of the receiving and shipping interests, with Geo. A. Schroeder as manager, who is also a member of the Natl. Ind. Traffic League.—Slits.

Supreme Court Decisions

Right of Shipper to Recover.—A shipper may recover for injuries to the property covered by his contract of shipment with the carrier, for which the latter is liable, though the shipper did not own the property.—Chicago, R. I. & G. Ry. Co. v. Jones. Court of Civil Appeals of Texas. 118 S. W. 759.

Measure of Damages for Breach of Contract.—A buyer's measure of damages for breach of a contract for the sale of hay is the difference between the contract and market price at the time and place specified for delivery.—Bucyrus Hay & Grain Co. v. Cincinnati Grain Co. Court of Appeals of Kentucky. 119 S. W. 182.

Commission Merchants' Agreement on Charge for Personal Services.—An agreement or combination for the purpose of fixing and determining the value of wages or other charges for personal services is not within the prohibitions of the statute.—State v. Duluth Board of Trade. Supreme Court of Minnesota. 121 N. W. 395.

Initial Carrier's Liability.—Where the B/L limits the liability of connecting carriers to the road inflicting the injury, the initial carrier is liable to the shipper for damages caused by its violation of its express directions given at the time of delivery.—Atlantic Coast Line R. Co. v. Richardson. Supreme Court of Tennessee. 117 S. W. 496.

Arbitration.—Under Burns' Ann. St. 1908, §§ 875, 892, 898, relating to arbitration, providing that the report of arbitrators shall have the effect of a verdict, and authorizing the court to vacate the report for specified causes, a judgment vacating an award of arbitrators is not final and is not appealable.—Smith v. Long. Appellate Court of Indiana. 88 N. E. 356.

Damages of \$10,000 Not Excessive for Injury by Set Screw.—In an action for injuries to a servant by having his left arm clipped off as the result of his being caught by a set screw negligently permitted to project from the collar of a revolving shaft, a verdict for plaintiff for \$10,000 was not excessive.—Waggoner v. Porterfield. Court of Civil Appeals of Texas. 118 S. W. 1094.

Texas Law on Supplying Cars Applies to Interstate Shipments.—Rev. St. 1895, art. 4497, requiring railway companies to supply cars, without preference, at the point indicated in an application therefor, within a reasonable time, not to exceed six days, from the receipt thereof, applies to interstate shipments.—Texas & P. Ry. Co. v. Smith. Court of Civil Appeals of Texas. 118 S. W. 1118.

Fraudulent Representation in Sale of Business.—Representations as to past profits from a business by the owner to a prospective purchaser are as to a fact peculiarly within the knowledge of the person making them, so that they may be relied upon, and, if they are false and known to be false, they constitute fraud.—Del Vecchio v. Savelli. Court of Appeal, First District, California. 101 Pac. 32.

Freight "On Hand."—The phrase "on hand" as used in the statute does not require that the shipper shall have the property at the immediate point of shipment at the time of demand, but, as the statute gives the railroad company six days from demand within which to furnish cars, and the shipper 48 hours thereafter to load, the

words mean that he has or owns the property so circumstanced as may be shipped within the time named.—Texas & P. Ry. Co. v. Taylor. Court of Civil Appeals of Texas. 118 S. W. 1097.

Interest in Commodity Carried.—The ownership by a railway carrier of stock in a bona fide corporation manufacturing, mining, producing, or owning the commodity carried is not the "interest, direct or indirect," in such commodity, forbidden to the carrier by the Hepburn act of June 29, 1906, but such words are to be taken as embracing only a legal or equitable interest in the commodities to which they refer.—United States ex rel Attorney General v. Pennsylvania Railroad Co. Supreme Court of the United States. 29 Sup. Ct. Rep. 527.

Limitation of Carrier's Liability.—Under Interstate Commerce Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169), as amended by Act June 29, 1906, c. 3591, 34 Stat. 584 (U. S. Comp. St. Supp. 1907, p. 892), providing that no contract shall exempt a common carrier from liability for injury to property shipped, caused by any carrier to whom such property may be delivered, a common carrier cannot limit its liability in case of loss from its own negligence to \$50.—Vigouroux v. Platt. Supreme Court of New York. 115 N. Y. Supp. 880.

Liability of Ass'n Member.—Associations and clubs the objects of which are social or political, and not for purposes of trade or profit, are not partnerships, and pecuniary liability can be fastened upon individuals thereof only by reason of their acts, or the acts of their agents, and the agency must be proved, and cannot be implied from the fact of association, but individual members of such a body are liable for work done with their concurrence or subsequent approval, where credit was given to members of the club.—Meriwether v. Atkin. Kansas City Court of Appeals. 119 S. W. 36.

Employer Liable for Injury by Set Screw.—An employee required to reach a place to relieve a condition there calling for quick action took the shortest route, and was injured by being caught by a set screw in a revolving shaft. He could have taken another way 15 to 20 feet longer. There was nothing to show that he had been informed of the set screw, or that he actually knew of its presence other than the testimony of witnesses that by looking he could have seen it, and that it was discernible by the use of ordinary care. Held, that the fact that he took the shortest route did not as a matter of law preclude a recovery.—Portland G. M. Co. v. O'Hara. Supreme Court of Colorado. 101 Pac. 773.

Return of Goods Shipped.—When goods have been carried over connecting lines to the point of destination and there refused by the consignee, and the shipper, on receiving notice thereof, in writing appoints the company owning and operating one of the lines his agent to stop the goods for him before delivery to consignee and return the same to him, and agrees to indemnify and save harmless such company from any suit or legal proceedings, loss, damage, expense, counsel fees, costs, and charges arising from or caused by its attempt to comply with the request, such writing does not imply a verbal contract by such company to transport and safely carry the goods over all the connecting lines, and such company will not be liable for loss of the goods or damage thereto, occurring on the return without its fault and not on its own road.—Erie R. Co. v. Cappel. Supreme Court of Ohio. 88 N. E. 144.

From the wreck of the steamer Eber Ward in the straits of Mackinaw 14,000 of the 57,000 bus. of corn comprising its cargo was raised by pumping and carried to Milwaukee by the steamer Soper recently. This is said to be the first time that a cargo of grain has been pumped successfully from a depth of 138 ft. It is believed that two-thirds of the cargo will be saved.

An Insurance Policy

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CHICAGO

Patents Granted

Cockle Separator. No. 923,932. (See cut.) Cullum P. Ballard, Hunters Springs, Va. Two wheels carry an endless slatted belt, the slats of which on the lower run travel close above a perforated plate. The lower run of the belt is held from upward yielding by strips mounted at each side of the belt.

Automatic Grain Measure. No. 925,390. (See cut.) Jonathan H. Royer, Wichita, Kan. A receptacle has a plurality of measuring compartments, a chute for delivering material thereto, means for rotating the receptacle, a door controlled by the weight of grain in the chute and connections between the door and rotating means for controlling the latter.

Bag Holder. No. 924,923. (See cut.) John A. Nungesser, Gallion, O. Upward from a supporting base extends a standard having a stop collar carrying a set screw within the slotted ends of a removable ring. A coil spring surrounds the standard and rests upon the stop collar, an approximately triangular bracket having a tubular collar being slidably held upon the standard.

Automatic Weigher. No. 924,940. (See cut.) Wilbur H. Rough, Arlington, Cal. The gate of each bin is held in open position by an armature operated by an electromagnet moving with the scale on a track from bin to bin. Over the outlet of the bin is a gate chamber opening from the bin and having a semi-circular bottom, against which works the segmental plate forming the gate member. The gate is provided with a handle and latch.

Controlling Device for Granaries and Bins. No. 924,921. (See cut.) Finlay R. McQueen, Minneapolis, Minn. Where it is desired to prevent the discharge of grain from more than one bin at a time upon a belt an interlocking lever system has been devised by Mr. McQueen comprising a sliding plate having an opening to receive the ends of the levers, the openings extending at right angles to the direction of movement of the levers, while the slot in the plate is of sufficient width to receive the levers one at a time.

Separator. No. 924,358. (See cut.) Robert W. Jessup, Oakland, Cal., assignor of $\frac{1}{2}$ to F. H. Finley, Spokane, Wash., and Fairfax H. Wheelan, San Francisco, Cal. Means operating against one end of the screen frame impart vibratory impulses thereto. At the other end of the frame is a spring having its ends secured to stationary bearings. The vibratory impulses are imparted to the screen frame by

knocker cams on a shaft. An overlying bar presses upon the screen to equalize its surface vibration, and this bar is adjustable to vary the extent and location of its pressure.

Car Seal. No. 923,861. (See cut.) Harry I. Lahr, South Bend, Ind. A chambered casing having a partition is provided with spaced slots in one of the chambers. A slidable locking member has a hump disposed in one of the slots of the partition when the locking member is in unlocked position. The locking member is forced from unlocked to locked position by a band, the hump of the locking member forcing the material of the partition between its slots outwardly away from the hump and springing back into normal position when the hump reaches the next slot, to prevent withdrawal.

Feed Crusher. No. 923,966. (See cut.) John L. Gibson, Chicago, Ill., assignor to Gibson Oat Crusher Co., Chicago. This crusher for uncleaned feed comprises an inclined vibratory separating screen having fine perforations at its upper end and coarse perforations beyond the fine perforations, a pair of driven rolls, a receiving hopper above the fine perforations, and a second hopper below the screen for delivering the separated feed to the rolls and having a wall which extends to the point of separation between the fine and coarse perforations. The rolls have an equal peripheral speed and one roll has a movable bearing.

Grain Door. Nos. 924,064 and 924,065. (See cuts.) John Henry, Grand Forks, N. D. A vertically movable main section has end battens projecting below and a hinged section pivoted to the main section and abutting against the sill of the door opening. Locking bars are pivoted to the main section and engage keepers in the door posts to force the upper section against the door posts and the lower section against the sill, the bars having spring handles or shanks, and shoulders for locking the bars in their two positions. Adjacent to the top of the door frame are pintles engaged by the locking bars when the door is elevated, the pintles forming temporary hinges.

Exports of Glucose, Corn Oil and Cake.

During the ten months prior to May 1 we exported 96,478,813 lbs. of glucose, 2,400,300 gals. of corn oil and 11,996,251 lbs. of corn oil cake; against 110,922,369 lbs. of glucose, 3,380,865 galls of corn oil and 57,221,087 lbs. of corn oil cake exported during the corresponding period ended May 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Grain Carriers

The National Industrial Traffic League will hold a meeting July 6 at Charlevoix, Mich.

The lock of the Canadian Canal at Sault Ste. Marie, which was wrecked by a steamer ramming the lower gates, will be out of commission for some time.

Montreal merchants have filed a strong protest with the Department of Marine against the rates on export grain charged by the steamship companies on shipments to Glasgow.

The Chicago, Milwaukee & Puget Sound Railroad is receiving freight for transportation between Chicago and Seattle. The new coast line of the C., M. & St. P. R. R. will make its rates independent of the transcontinental freight bureau.

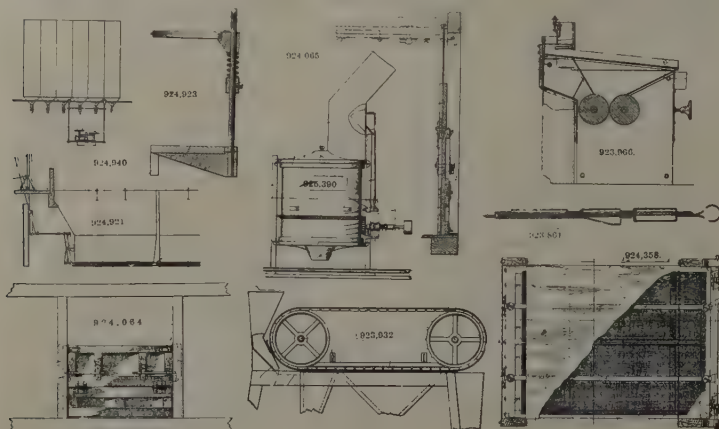
A carrier's tariff provided higher rates on shipments not tendered with a uniform B/L. Held, That the tender of a shipment accompanied by other than a uniform B/L may not be taken by the carrier as evidence of the shipper's election to use the higher rate. The carrier must direct his attention to the fact that a lower rate is available under the uniform B/L.—Ruling by Interstate Commerce Commission.

Merriam & Holmquist of Omaha have been awarded reparation by the Interstate Commerce Commission because of undue discrimination by the Union Pacific Railroad Co. in elevator allowances. The issues presented were, precisely those in the earlier cases brot by five other grain companies of Omaha. The Commission on June 7 awarded complainants \$8,321, with interest.

At the hearing on demurrage rules proposed by the sub-committee of the National Ass'n of Railway Commissioners at Washington June 4 and 5, vigorous opposition was shown by shippers who favored the average plan. When the committee has finally passed on these rules, they will be considered by the full committee on car demurrage, which will report to the National Ass'n in October.

G. F. Zimmerman of Seattle, Wash., has filed complaint with the state railroad commission against the Great Northern Railroad Co. for overcharging the weight on a car of grain. Mr. Zimmerman ordered a 60,000-lb. car, and the road not having a smaller one handy sent him an 80,000-lb. car, maximum capacity 88,000 lbs. The man in charge of loading put 71,300 lbs. of grain into the car and the railroad charged Mr. Zimmerman for 80,000 lbs. The argument of the road is that since he exceeded 66,000 lbs., the maximum for the size of car ordered, he must pay the minimum for the size of car received, losing sight of the favor conferred upon the company by giving its equipment more profitable loading.

Losses of grain in transit are reported so frequently that the officials of the Santa Fe will try to locate the responsibility for the shortages. Over 20 new track scales have been put in on costly concrete foundations to get accurate car weights, and superintendents, station agents and even freight conductors have been requested to report the condition of cars. F. C. Maegly, A. G. F. A. of the Santa Fe, feels that when a car is re-



ported leaking some one is to blame, either the station agent who inspected the car, the shipper who coopered and loaded it, the train crew, or the handlers at terminals. He hopes that when a shortage is reported the cause can be found by an immediate investigation, with a view to putting a stop to these leaks in future or, possibly, calling a halt on the pernicious habit of reporting leaks on suspicion only.

The board of survey, created by Congress to investigate the practicability of a navigable waterway from the Great Lakes to the Gulf of Mexico, reported: "It is not desirable to construct a navigable channel 14 ft. in depth from St. Louis to the mouth of the Mississippi River or from Chicago to the mouth of the Mississippi. Such a depth is greater than required for successful river navigation and is less than required for economical lake or ocean navigation, and if adopted would require for common use on lake, river and gulf a type of vessel not now in existence, and which, if designed, would be less economical than modern lake or ocean vessels in use on those waters or than towboat and barge navigation on the connecting waterway." The government board of engineers admits that the 14-ft. waterway can be built, at a cost of \$160,000,000, and nearly \$7,000,000 annually for maintenance. Why not give the railroads paralleling the river a cash bonus of \$160,000,000 and an annual subsidy of \$7,000,000 in consideration of an undertaking by them to carry all freight offered at less than the water rate?

In deciding against the St. Louis Hay & Grain Co. in the matter of excessive reconignment charges the Supreme Court of the United States on June 1 held: "If the stopping for inspection and reloading is of some benefit to the shipper and involves some service by and expense to the railway company, we do not think that the latter is limited to the actual cost of that privilege. It is justified in receiving some compensation in addition thereto. A carrier may be under no obligations to furnish sleeping or other accommodations to its passengers, but if it does so it is not limited in its charges to the mere cost, but may rightfully make a reasonable profit out of that which it does furnish. Especially is this true when, as here, the privilege is in no sense a part of the transportation, but outside thereof. Whether the conclusion of the Interstate Commerce Commission that the carrier is under no obligations to permit the interruption of the transit is right, and whether it is or is not under such obligation, it is entitled to receive some compensation beyond the mere cost for that which it does."

"Only a few days ago I sold a carload of No. 2 hard wheat on track here in Wichita for \$1.35. That was just a dollar a bushel more than I sold the same kind of wheat for to Oliver & Imboden in 1894," said E. K. Nevling of Wichita, Kan. On July 27, 1894, his books show that Mr. Nevling sold to the Topeka Milling Co. 5 cars of wheat on track at Wichita for 35 cents per bu. Early in August Mr. Nevling bot No. 2 wheat on track at Coldwater, Kan., for 28 cents per bu. "Times were mighty hard then," said Mr. Nevling. "Banks were all short of money and they predicted that wheat would go down to 20 cents a bu. and the bankers were afraid to advance money on wheat. We had to ship it out as soon as we bought it in order to bring the money back to the banks."

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. B. & Q. 97773, side-tracked at Knoxville, Ill., June 16th, leaking corn between door and end of car at bottom. Was repaired and picked up about 11 A. M. by train going East. Was a very bad leak. Shortage must be large.

A. T. 21950, also A. T. 21920, passed McGregor, Texas, June 15th, leaking corn. Cars arrived over Santa Fe and were transferred to Cotton Belt.

I. C. 37892, May 25th, leaking corn at side door, at Moweaqua, Ill.

C. M. & St. P. 45728, side tracked at Elk Point, S. D., June 9; door post broken in center; leaking oats badly.—W. W. Keech, agt. Fields & Slaughter Co.

C. B. & Q. 33959, was switched at Bushnell, Ill., June 8 from St. Louis Division to main line of the Q. going toward Quincy. Leaking 2 ft. back from side door; yellow shelled corn.—S. A. Hendee.

C. R. I. & P. 52760, passed thru Minden, Ia., June 5, leaking wheat from bottom of car. Plugged up with waste the best I could, but train stopped only a minute.—E. H. Anschütz, sec'y C. W. McCaustland Grain Co.

C. & N. W. 35674, seal No. 336, was set out in yards at Merville, Ia. June 4 leaking badly. Ten bus. yellow shelled corn scattered along the track here.—W. L. Sanborn.

C. M. & St. P. 17190, was leaking badly May 28 at Madella, Minn. The patent grain door had sid to one side of door, not being properly coopered.—J. J. Crowley, agt. Skewis Grain Co.

Wabash 51874 passed thru Colburn, Ind., westbound May 24, leaking white oats caused by drawbar being pulled out. Called train crew's attention to it.—W. F. Noble.

U. P. 68319 car going west on Stromsburg branch of U. P. May 22, Shelby, Neb., loaded with mixed corn. Was leaking slightly at side over truck. I repaired with waste best I could and think car went thru without further loss.—F. M. Leibee, agt. Omaha Eltr. Co.

S. P. 84822 leaking corn going south on Ill. Cent. at Rantoul, Ill., May 20.—Thos. New, Tomlinson, Ill.

C. G. W. 7474 was in very bad wreck May 19 at Aurora, Iowa.—XX.

Wabash 62386 passed thru Arlington, Ind., on local freight May 15 leaking white shelled corn at side of draw bar. The car had chalk notation on side "Rush to C. H. & D. when O. K."—Hutchinson & Son.

I. C. 38842 passed Austinville, Iowa, May 14, leaking corn at end door. This car was delivered to the Omaha Bridge & Terminal Co. by the Mo. P. The car was evidently loaded in Neb.—H. Austin.

C. & E. I. 571 leaking white corn near door May 14, Tuscola, Ill. Car going north. Brakemen patched car best they could.—Parker & McCarty.

C. B. & Q. 27409 going east thru Libertyville, Ia., May 11, leaking very badly over forward truck.—Harlie Yost.

C. & N. W. 95276, passed thru Concord, Neb., May 5, going East, leaking corn at end of car badly.—A. L. Erickson, Agt. Benson Grain Co.

Mich. Cent. 61089, car corn going East, leaking over draw bar. Passed thru Dwight, Ill., Apr. 29. Car was loaded at Sunbury, Ill.—Frank Gibbons.

Colo. Mid. 1295, car corn going East leaking at end door. Passed thru Dwight, Ill., Apr. 29. Loaded at Sunbury, Ill.—Frank Gibbons.

I. C. 37096 at Cherokee, Ia., Apr. 24, leaking corn at side door post which was pushed out at bottom.—J. J. M.

C. R. I. & P. 54251, leaking in transit at Renfrow, Okla., April 20; siding had sprung near corner of car. Nailed it best I cud.

A. A. 4304, Shepherd, Mich., April 19, southbound, leaking wheat at end through siding. Coopered best we cud from outside. Claude H. Estes.

Big Four 11327, passed thru Thorn-town, Ind., April 16, going south, leaking slightly under floor at end of car. R. S. Stall & Co.

THE cheapest insurance against the losses and troubles occasioned by leakages in transit is the Kennedy Car Liners. Read what some of our customers think of the liner and then send us an order for a few of them to be put at each station that you operate. A few dollars invested in car-liners will save at least five times their cost.

West Middletown, Ind., Feb. 26, 1909. Fred. W. Kennedy, Shelbyville, Ind.

Dear Sir: We used your car liners on about one-third of our shipments last harvest as a trial, and we found it a very profitable investment, as the average loss on wheat saved in transit would pay for the liners many times. We expect to use them in all our cars this season.

Respectfully yours,
E. W. PHARES.

Cullison, Kan., March 10, 1909. Fred W. Kennedy, Shelbyville, Ind.

Dear Sir: We have used Kennedy car liner for the past two years and the longer we use them the more indispensable they are to the business. We would as soon think of cooping a car without grain doors as without car liners. This year we have shipped over a half million bushels of wheat and our losses from leaky cars has been almost nothing.

Yours truly,
F. L. FARNSWORTH, Mgr.

Cleveland, O. March 4, 1909. Fred W. Kennedy, Shelbyville, Ind.

Dear Sir: We have your favor of March 3d and note contents. We find the Kennedy car liner has given us first-class satisfaction. We use them when we are loading wheat and also when there is the least suspicion of a car not being right. We find they are worth the price many times over.

Yours respectfully,
THE UNION ELEVATOR CO.
By C. G. Clark.

Mullinville, Kas., Feb. 27, 1909. Fred W. Kennedy, Shelbyville, Ind.

Dear Sir: A few months ago we purchased a quantity of your car liners of which we have used quite a number, and our conclusion is that in the course of one season, they save enough grain in transit to keep us supplied with your liner for several years. They are a grand success. We intend to give you our next order and wish you success in your enterprise which we believe you will certainly have as soon as the worth of your goods is known.

Yours truly,
MULLINVILLE ELEV. & SHIPPING ASSN.

C. C. Mortford Mgr.

Cando, N. D., March 3, 1909. Fred W. Kennedy, Shelbyville, Ind.

Dear Sir: Replying to yours of the 25th ult. We still have on hand a few of the liners that we bought of you last fall. Those we have used have given very good satisfaction and we are pleased with them. We find them cheaper and easier to handle than our former methods of lining cars and will be pleased to re-order when our present supply is exhausted.

Yours very truly,
M'LAUGHLIN ELEVATOR CO.

Blue Springs, Neb., Feb. 22, 1909. Fred W. Kennedy, Shelbyville, Ind.

Dear Sir: We have used your car liners for two years and frankly say now, that we would not be without them, although it is only occasionally their use is required. In all our shipments of wheat in cars that ordinarily should be rejected but where we installed your liners, no loss resulted by leakage in transit.

Yours truly,
BLUE SPRINGS FARMERS ELEVATOR CO.

Wm. Craig, Mgr.

PRICES: -
Kennedy Standard Liners - \$1.40 per car.
Kennedy End - liners - 75 cents per car.

Kennedy Liners are patented and are for sale only by us or our licensed representatives.

FRED W. KENNEDY
SHELBYVILLE, IND.

Supply Trade

Advertise unto others as you would they would advertise unto you.—*Mahin's Messenger.*

The Philip Smith Co., Sidney, O., reports business very good. Mr. Heck, the manager, says his company expects to add several new labor-saving appliances for the elevator man to its line, in the near future.

The firm of W. N. Claus & Co. will hereafter be known as the W. N. Claus Co., with headquarters at 401 Commercial Block, Mason City, Ia., where it will be in a better position than ever to serve its customers.

In describing the McDonald elevator at New Albany, Ind., as illustrated in the June 10 issue, a statement was made that the grain cleaning machinery equipment consisted of "Eureka" machines when it should have read "Invincible."

The Foos Gas Engine Co., of Springfield, Ohio, report that its business during May this year was considerably larger than that of the same month of any previous year. The month of April showed the largest business ever done by this company in a single month and the first five months of the present year show a greater business than has ever been done by the company in the same period. The Foos Co. is still adding to its plant and has now what is claimed to be the largest exclusive gas engine plant in the U. S. In order to keep up with orders it is running 14 hours per day.

B. J. Carrico, who is building a number of elevators in Texas this year in spite of the drouth, reports a large number of small elevators to be built with many inquiries coming in. It is well known that both Miss. and La. will ship out thousands of bushels of corn this year, due to the fact that cotton was not planted on account of boll weevil, and it is expected many small plants will be built to handle the product.

Imports and Exports of Hay.

Hay amounting to 4,307 tons was imported during the ten months ended May 1; compared with 9,682 tons imported during the corresponding period prior to May 1, 1908.

Exports during the ten months were 56,364 tons; against 63,755 tons during the ten months ended May 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice meal, rice flour and broken rice during the 10 months prior to May 1 amounted to 173,185,831 lbs.; against 164,868,757 lbs. during the corresponding months ended May 1, 1908.

Exports of rice, rice bran, meal and polish during the 10 months aggregated 20,243,658 lbs.; against 27,769,902 lbs. for the corresponding period prior to May 1, 1908.

Of foreign rice, flour, rice meal and broken rice, we re-exported 6,073,407 lbs.; against 7,997,666 lbs. during the ten months prior to May 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Breadstuffs.

Our exports of breadstuffs during the 11 months prior to June 1 have included 6,377,542 bushels of barley, 34,577,085 bus. corn, 1,416,775 bus. oats, 1,264,019 bus. rye, 64,793,248 bus. wheat and 10,008,553 bbls. wheat flour; compared with 3,948,326 bus. barley, 51,013,356 bus. corn, 1,069,029 bus. oats, 2,375,669 bus. rye, 95,373,545 bus. wheat and 12,935,955 bbls. wheat flour during the 11 months ending June 1, 1908. The total value of all breadstuffs exported during the 11 months was \$146,339,501, against \$195,650,102 for the corresponding period prior to June 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 147,998 bus. was exported during the 10 months ended May 1, against 116,059 bus. during the corresponding period prior to May 1 of the previous year.

Broom corn valued at \$254,236 was exported during the ten months, against \$224,194 worth during the ten months ended May 1, 1908.

Malt amounting to 139,161 bus. was exported during the ten months prior to May 1, compared with 196,387 bus. for the corresponding period of the previous year.

Linseed oil cake amounting to 618,642,643 lbs. was exported during the ten months prior to May 1, against 609,165,738 lbs. during the corresponding period of the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.

FIRE INSURANCE A Few Things Worth Knowing About the Millers' National Insurance Company

THE thirty-third annual report to policyholders of the Millers' National Insurance Co., just issued, shows that while the losses were the largest it ever sustained, it made the greatest increase in business in its history.

It also made the lowest assessment it ever made, same being 6 per cent for the year, or only 30 per cent of the annual rate, equal to a 70 per cent saving on the basis of a cash premium for the rate charged. The total

cash assets of the company are \$1,512,426.14, and the total liabilities are \$582,259.15, leaving a net cash surplus of \$930,166.99. Risks in force December 31, 1908, \$46,809,154.03, an increase during the year 1908, of \$6,468,383.07. Losses paid since organization, \$6,054,303.83.

If there is anything more convincing desired by millers or grain dealers who are looking for inexpensive and safe insurance any one of the following officers, directors or agency managers will be pleased to give it.

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Flour Mills, Elevators, Warehouses, and contents.

ORGANIZED — 1907 — INCORPORATED

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Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited.
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Insures Elevators, Mills, Grain Warehouses and Contents of same at cost

Insurance In force, - - \$13,920,249.80
Cash Surplus, - - - - 329,927.51

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Address all Correspondence to the Co.,
at Alton, Ill.

THE OLD RELIABLE



ORGANIZED 1881

LANSING, MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa

Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets.....\$261,480.33
Losses Paid.....\$1,478,780.50
Saved to Policy Holders.....\$1,909,198.60
J. G. SHARP, Secretary



Make Your Own

Insurance cost. That is the plan of the



INDIANAPOLIS, IND.

It recognizes good features of construction and operation in the rate.

It gives a credit through its self-inspection system for cleanliness and extra attention to fire dangers.

All this makes a material reduction in the cost.

This Company also places grain insurance at a large saving from the short rate of other companies.

For prices write,

C. A. McCOTTER, Sec'y

ORGANIZED SEPTEMBER 1897

GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION IDA GROVE, IOWA

Insurance in force . . . \$7,355,000.00
Losses paid to date . . . 448,000.00
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No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.

The Belting

in your elevator handles all the grain;
get the kind

That Wears the Longest



Made by

The Gutta Percha & Rubber Mfg. Co.
224 Randolph Street, CHICAGO, ILL.

Samples and Prices on Application.



Rope Drives installed in \$3,000,000.00 Flouring Mill Plant of Hecker-Jones-Jewell Milling Co., New York City.

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Grain Elevators and Flour Mills has experience and reputation behind it. By its use materials are handled quickly, cleanly and economically.

Spiral Steel Conveyors
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*It saves Power in Operating
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"Just got the Collector placed and it works like a charm. It's simply a dandy—can't be beat."
Cambridge Milling Co.

WRITE US

Please give inside measurements of Fan outlet (or if two fans, measurement of each) on cleaning machine for which Collector is wanted in writing for prices.

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1118-26 Yale Place, Minneapolis, Minn.

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ADJUSTABLE TROUGHING CARRIER WITH INDEPENDENT RETURN ROLLS

This device supersedes everything of its kind at present in use, because independent Return Rolls are furnished.

The troughing rolls are adjustable to any angle and run on a hollow perforated steel shaft fitted with special compression grease caps of unusually large capacity. Bearings for the horizontal roll shafts are oscillating and are made in any desired style.

For heavy service this carrier is unequalled. Used in connection with Weller-Made belt conveyors they handle a wide range of materials with every satisfaction.

Send for 510-page Catalog.

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